LINDBERGH

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HIS STORY IN PICTURES

LINDBERGH

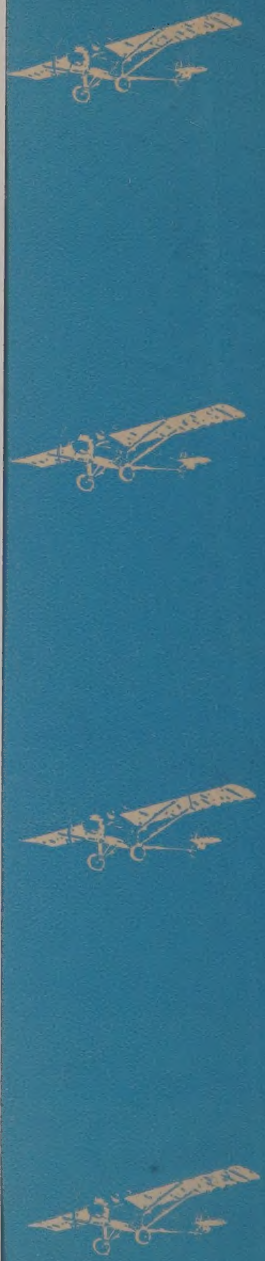
HIS STORY IN PICTURES

Edited by
DR. FRANCIS TREVELYAN MILLER

ON the second anniversary of Lindbergh's immortal flight across the Atlantic, it is fitting that this book should commemorate the epoch-making achievements of America's idolized Viking of the Air. This history records Charles A. Lindbergh's name in as memorable a manner as his accomplishments in aviation deserve. Here for the first time his history is told in pictures, to be handed down to posterity.

This anniversary volume contains a collection of historic photographs gathered from sixty nations and states in commemoration of Lindbergh's achievements. Here are historic documents in facsimile; photographs of Lindbergh medals, trophies, keys given him by the large cities in the United States and decorations from foreign countries; tributes from distinguished statesmen; and other priceless memen-

(Continued on last flap)



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LINDBERGH

HIS STORY IN PICTURES

4 © Photograph by Acme

"WE ARE GOING TO HAVE A REAL AIR SERVICE IN THE UNITED STATES"

President Herbert Hoover forecasts the future in which America will lead the world in this New Age. We are under the leadership of an able organizer of the vast resources of this country, a man of vision and world affairs. Here we see him with Colonel Lindbergh after a conference on problems that confront us.

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320

HIS STORY IN PICTURES

BY

FRANCIS TREVELYAN MILLER

(LL.D., LITT.D.)

HISTORIAN "PORTRAIT LIFE OF LINCOLN," "PHOTOGRAPHIC HISTORY OF THE CIVIL WAR," "WORLD WAR," "AMERICAN HERO TALES," ETC.

ANNIVERSARY EDITION

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1929

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LINDBERGH

HIS STORY IN PICTURES

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by

Francis Trevelyan Miller

Published Summer, 1929

Made in the United States of America

COMMEMORATING
THE FIRST NEW YORK-PARIS FLIGHT
BY CAPT. CHARLES A. LINDBERGH
"SPIRIT OF ST. LOUIS"
NEW YORK MAY 20TH PARIS MAY 21ST 1927

DEDICATED

To Colonel

CHARLES AUGUSTUS LINDBERGH

MEDALLION AWARDED BY CITY OF ST. LOUIS

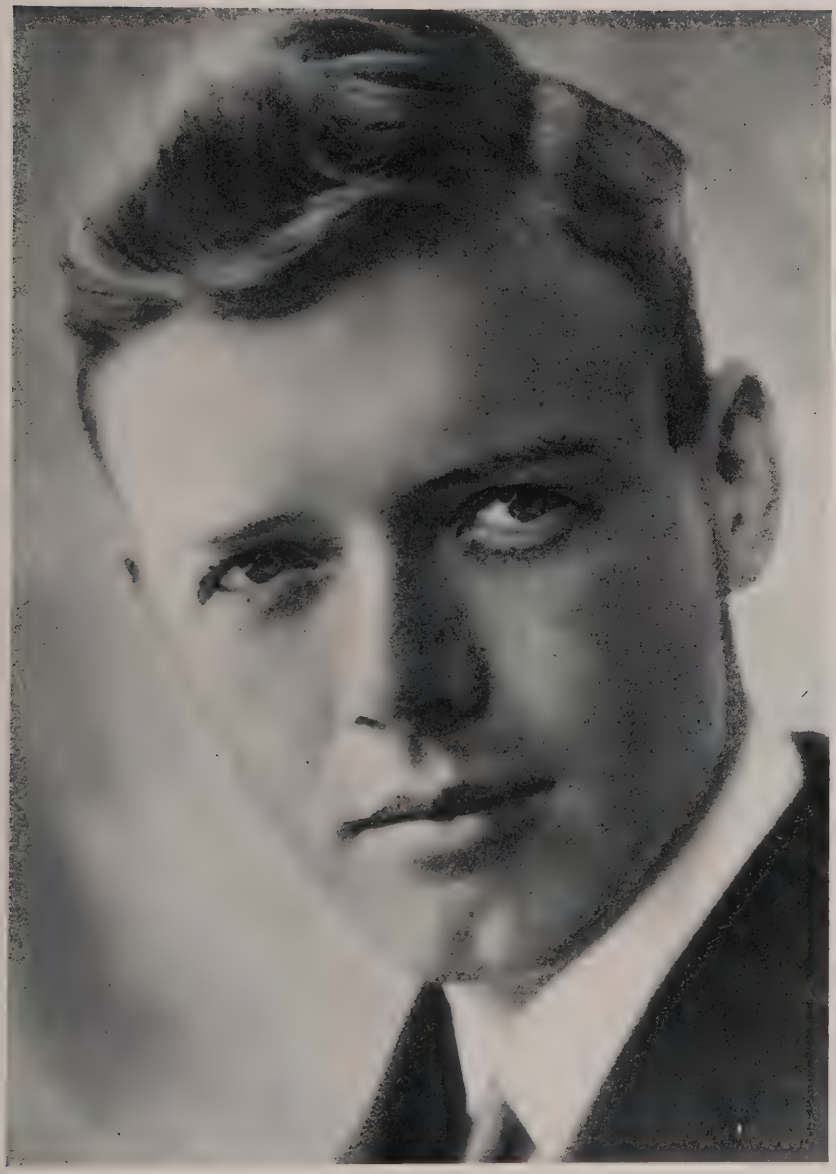
Original Deposited in Lindbergh Collection
Jefferson Memorial Building in St. Louis

Photograph Courtesy Missouri Historical Society
and St. Louis *Globe-Democrat*

Wide World

Art photograph by Eric Stahlberg

MRS. CHARLES AUGUSTUS LINDBERGH—NÉE ANNE SPENCER MORROW
Married to Colonel Lindbergh at Englewood, New Jersey, May 27, 1929.



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COLONEL CHARLES AUGUSTUS LINDBERCH

ART PORTRAIT. Taken in Paris at the Studios of G. L. Manuel Frères.

Copyrighted in America by Underwood.

HISTORIAN'S FOREWORD

"THE world in the air—we shall all soon be flying!" Across the Continents in a few hours; over the oceans in a night; around the earth in a few days—all nations and races neighbors, with distance and time practically eliminated—this is the dictum of science.

We are entering upon a New Epoch, by far the greatest era in all human history. The world in which we live is being reconstructed; our whole system of civilization re-made, economically, socially, politically; our habits, customs, and institutions re-modelled to conform with the scientific revolution in the air, man's victory over the elements after 6,000 years of human struggle.

This volume is in commemoration of these epoch-making events—to preserve for posterity the records of eye-witnesses, —photographs which give imperishable evidence of the great transition through which we are now passing, and especially to perpetuate the records of Lindbergh and his contributions to this new age of scientific exploration.

Lindbergh is as definitely an historic figure as Magellan, Drake, the Cabots, or Columbus. He is the subject for a modern Plutarch or Carlyle. In his conquest of the air, he has up to the present time made more than 8,400 flights; he has travelled more than 280,000 miles in the skies, nearly twelve times around the earth. He has spent more than 3,150 hours in the clouds—more than four months of his life in the heavens. During the year 1928, he flew 65,000 miles and was 800 hours in the air. He has carried more than 8,600 passengers and never lost a life. These facts are taken from his own note-book.

This anniversary book is designed as a repository for

documentary evidence of the epochal achievements of this Viking of the Air. These official photographic records from the sixty-five Nations and States in their chronological sequence form a most impressive memorial for the generations to come, the first historian's evaluation of Lindbergh's achievements.

Researches have been conducted in Government archives and in all the official, public and private collections. It is estimated that more than 50,000 photographs have been taken of Lindbergh and the events in which he figures. He has received more columns of public print than ever before have been accorded to a young man. Every estimate of the twelve greatest figures of modern times includes the name of Lindbergh—and all this has been accomplished in the brief space of but two years.

The fourteen divisional groups of historic exhibits, with their descriptive text, form a continuity in narrative and a complete photographic history. This service we believe to be of inestimable value, similar to which it was my privilege to perform in the "Photographic History of the American Civil War," preserving the famous Brady negatives, and in the "Portrait Life of Lincoln," preserving every known photograph of the Great Emancipator.

This opportunity is taken to express gratitude for the services extended by the Smithsonian Institution, The National Geographic Society, The Library of Congress, The Missouri Historical Society and the Lindbergh Museum at St. Louis, the Government bureaus in Washington and foreign countries, and to the photographic agencies that cooperated in securing prints. I am also indebted to my associates, Frederick A. Barber of Historical Foundations, under whose auspices this collection is made, and J. Alden Brett.

FRANCIS TREVELYAN MILLER

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14 © Photograph by Wide World

"THE NATION THAT RULES THE AIR WILL LEAD THE WORLD"

At the National Capitol at Washington this is the dictum of American statesmen.

STATEMENT BY HERBERT HOOVER

WE are going to have a real Air Service in the United States. No one can at this time foretell the vast possibilities of aerial transportation. Already it is here for mails and express and to a limited extent for the carrying of passengers. It is paying its own way and is growing every day. . . .

Here in America we have an area of about 3,000 miles from ocean to ocean and 2,000 from Canada to Mexico, a vast territory undisturbed by national border lines. . . . Already the traffic between the 3,000 mile extremes of the Atlantic and Pacific States is far greater than that between any two nations in Europe. . . .

Great trans-continental systems are now being organized. . . . Commander Byrd flew a commercial plane over the North Pole. We are acclaiming the commanding achievement of all aviation history—the flight of the intrepid Lindbergh from New York to Paris.

I am convinced that in a few years there will be few important towns in this country which will be outside of the air transportation zones. All this means that we are going to have in the United States as much flying as there is in all Europe and it will not cost us one penny in the form of a subsidy, whereas European air lines are heavily subsidized. The taxpayers of this country will not be called upon to pay a subsidy as is the case in other countries.

The development of commercial aviation will prove a defense asset of the first rank. It will mean the training of a great corps of wonderful aviators whose services will be available in the moment of emergency.

Colonel Lindbergh's consistent successes indicate that his ability is based upon something besides courage and daring—that underneath it all lies a mastery of the art of navigation. We all rejoice in his success.

Historical Record of Statement by Herbert Hoover on June 26, 1927, immediately following Lindbergh's flight to Paris.

16 Photograph by Henry Miller—Copyrighted

"IN AMERICA THE SCIENCE OF MODERN FLYING WAS FIRST DEVELOPED"

The Coolidges on steps of White House with the Lindberghs. President issued proclamation on 25th anniversary of first human flight in world's history by the Wrights.

TRIBUTE BY CALVIN COOLIDGE

IT was in America that the modern art of flying of heavier-than-air machines was first developed. . . . We have made many flying records. Our Army fliers have circumnavigated the globe. An officer of the Navy has flown to the North Pole. Our own country has been traversed from shore to shore in a single flight.

It had been apparent for some time that the next great feat in the air would be a continuous flight from the mainland of America to the mainland of Europe. . . . It remained for an unknown youth to tempt the elements and win. It is the same story of valor and victory by a son of the people that shines through every page of American history. . . .

This country will always remember the way in which he was received by the people of France, by their President, and by their Government. It was the more remarkable because they were mourning the disappearance of their intrepid countrymen, who had tried to span the Atlantic on a western flight.

Our messenger of peace and good-will had broken down another barrier of time and space and brought two great peoples into closer communion. In less than a day-and-a-half he had crossed the ocean over which Columbus had traveled for sixty-nine days and the Pilgrim Fathers for sixty-six days on their way to the New World.

But, above all, in showering applause and honors upon this genial modest American youth, with the naturalness, the simplicity and the poise of true greatness, France had the opportunity to show clearly her good-will for America and our people.

With like acclaim and evidences of cordial friendship our Ambassador without portfolio was received by the rulers, the Governments and the peoples of England and Belgium.

Historical Record of Tribute by President Coolidge at Washington, June 11, 1927, when bestowing the Distinguished Flying Cross upon Colonel Charles A. Lindbergh.

From other nations came hearty messages of admiration for him and for his country. For these manifold evidences of friendship we are profoundly grateful.

The absence of self-acclaim, the refusal to become commercialized, which has marked the conduct of this sincere and genuine exemplar of fine and noble virtues, has endeared him to everyone . . . a conqueror of the air and strength for the ties which bind us to our sister nations. . . .

* * *

Historian's Note—President Coolidge has placed emphasis on Lindbergh's youth (25 years at the time of his first great achievement). It is interesting to record here the names of other youths who have won immortal fame at about this same age:

Alexander the Great conquered the known world at 25; Hannibal had reduced all Spain at 26; Cæsar was a powerful leader at 28; Napoleon was winning famous battles at 24; Marshal Ney a division general at 25; Nelson in command at 23; Cromwell a statesman at 29; Lincoln in the legislature at 26; Columbus was leading an expedition at 25; Livingstone began his explorations in Africa at 27; Stanley started out to find him at 26.

James Watt was experimenting on steam as a motive force at 23; Eli Whitney inventing his cotton gin at 26; Edison perfecting new systems of communication at 24; Wagner had composed his First Symphony at 19; Goethe his first play at 19; Victor Hugo his first book at 20; Balzac had written thirty-one novels before the age of 26; Michelangelo had created his great Madonna at 26; Raphael painted a masterpiece at 21; Beethoven was a great musician at 18; Milton had written one of the greatest English odes at 21; Mendelssohn, Mozart, Chopin, Byron, Keats, Shelley had established immortal fame before 29 years of age.

Joan d'Arc had saved France and joined the immortals at 19; while the young Nazarene who laid the foundations for Christendom and modern civilization, had gone to His crucifixion at 33 years of age.

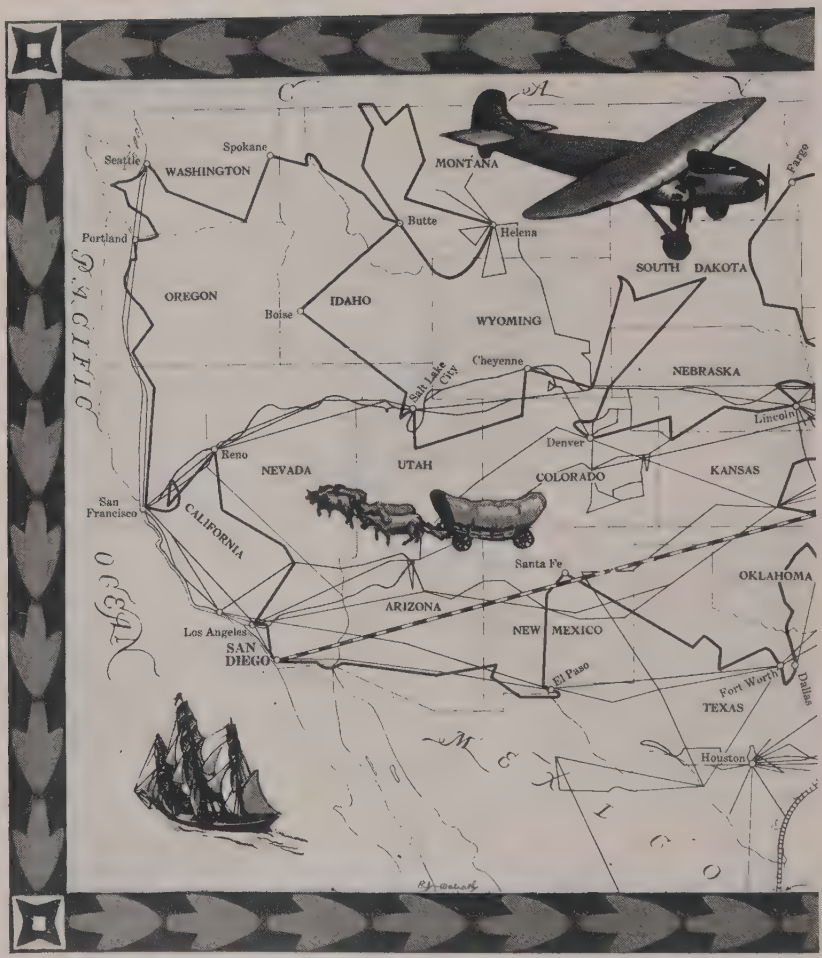
Genetic studies of Genius prove that Lindbergh at 25, with his highly developed instinct and intuition for navigation in the air, is an historical figure true to type, a natural precursor of a New Epoch.

Photo
International,
Paris

19

MEDALLION OF THE CITY OF PARIS

Struck in Honor of Charles A. Lindbergh at the Capital of France.



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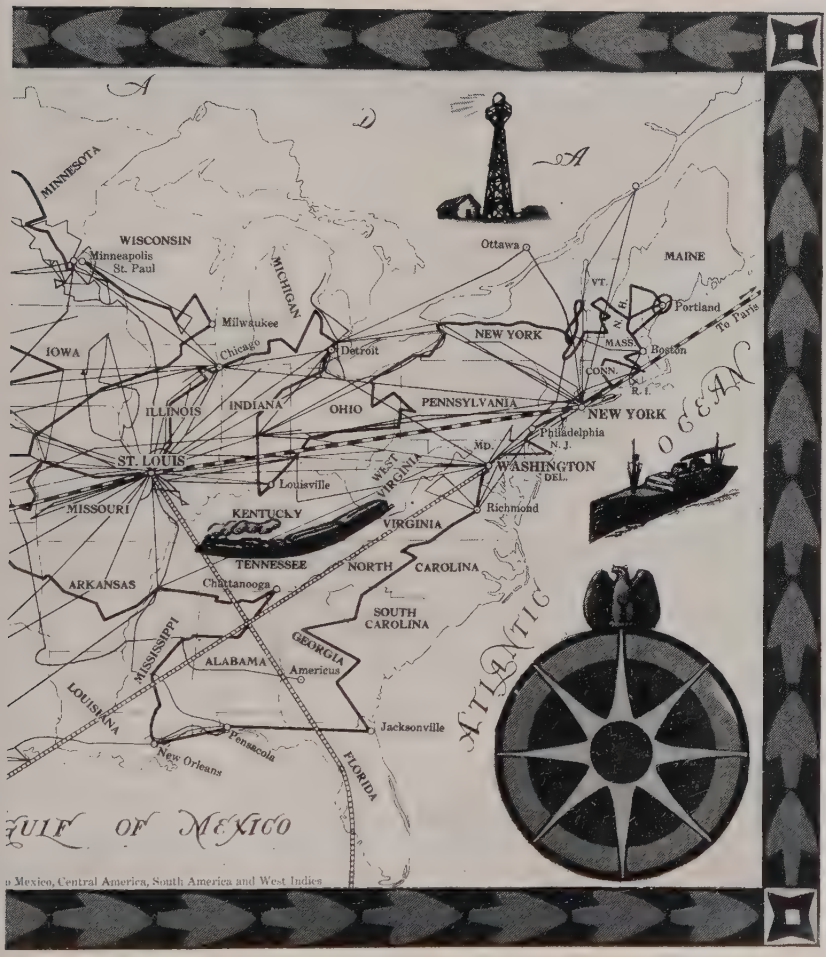
LINDBERGH'S PERSONAL MAP CARRIED ON HIS FLIGHTS

Retraced by Special Permission granted to Jesse S. Butcher—W. J. Walrath, Cartographer. Loaned for this volume by Courtesy *New York Times.*

"I bought this map for fifty cents in 1922," Colonel Lindbergh informs Mr. Butcher, "I mounted it on airplane cloth, using an aeronautical mucilage called 'dope'."

Lindbergh traces each of his flights in pencil in a tangled maze of lines. Only the owner himself could unravel them. The cartographer has traced only major flights and added the embellishments.



21

HE HAS TRAVELLED MORE THAN 280,000 MILES IN THE AIR

Lindbergh's flights have taken him a distance nearly twelve times around the world. More than 8,400 Flights and over 3,150 Hours in the Air.

He carries a small, loose-leaf note-book. At the end of each day he sets down the consecutive number of flight, mileage, cities, passengers, with mechanical data.

More than 8,600 passengers have flown with Lindbergh. He has crossed the American Continent 13 times. Radiations out of New York and St. Louis are a tangled mass.

Photograph by Underwood

IMMORTALIZING LINDBERGH'S FLIGHT ACROSS THE ATLANTIC

Famous sculptor's conception (Vittor, of Pittsburg) commemorating great achievement.

I—WORLD'S TRIBUTE TO AMERICA'S GOOD-WILL AMBASSADOR

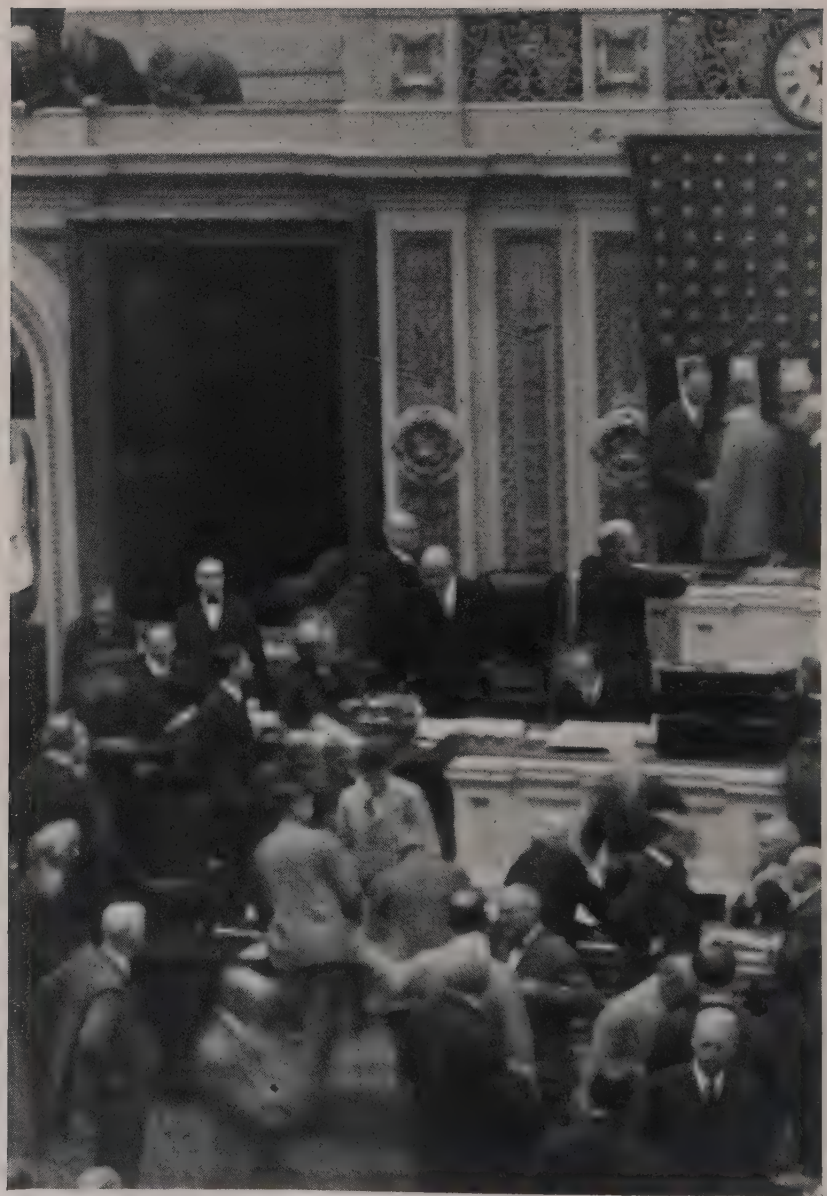
THIS is the first official collection ever made of the medals, decorations, trophies and honors conferred upon the American Knight of the Air, Colonel Charles A. Lindbergh—from sixty-five Nations and States, with keys, proclamations and gifts from one hundred cities where he has been officially received.

The Cæsars and the ancient emperors never met with greater acclaim or genuine enthusiasm from the hearts of the people. It is estimated that nearly 50,000,000 people have cheered this young Conqueror of the Clouds, this Viking of the Skies—far more than the entire population of the Roman Empire in its grandeur and Greece in its days of glory.

More than 3,000,000 letters have been written to him; more than 10,000 poems and 300,000 telegrams. More than a million school children have signed petitions in his honor. There never has been anything to equal it in the history of the world. Cities and mountains have been named for him—painters, sculptors, composers have dedicated works to him.

Congress found it necessary to grant him special permission to receive honors bestowed by foreign countries. Decorated by Kings and Presidents of eighteen countries, by the Governors of forty-eight States, by Statesmen, Cabinet Members and Mayors, and the recipient of messages from Ambassadors and Rulers from all parts of the earth, he is the foremost private citizen in the modern world.

We present in this first chapter some of the most important honors bestowed upon this American, so great in value and quantity that it has been necessary for a Museum to be established in his honor in St. Louis where they may be preserved (as will be seen in the exhibits in Chapter XIV at the close of this memorial volume), which has been visited by more than 2,500,000 pilgrims to the Lindbergh shrine.



24 © Photograph by Underwood

CONQUEROR OF THE AIR GREETED BY CONGRESS OF UNITED STATES

Historic photograph taken on the floor of the House of Representatives when Colonel Lindbergh is given a rousing ovation as Congress passes bill to award him the Congressional Medal of Honor. This event took place on December 10, 1927.

25

OVATION ON FLOOR OF THE HOUSE OF REPRESENTATIVES

Lindbergh honored by Speaker Longworth as he mounts rostrum. Members of Congress file by to shake his hand, an unusual procedure in annals of the Nation's Capitol. On December 12, 1927, the United States Senate voted to confer Congressional Medal.

Globe-Democrat

AWARDED BY KING GEORGE V

Royal Air Force Cross presented at Buckingham Palace to Lindbergh, May 31, 1927.

Courtesy Missouri Historical Society

FRANCE BESTOWS LEGION OF HONOR

President Doumergue at the President's Palace in Paris awards highest tribute of the French Republic—King of the Legion of Honor on May 23, 1927. Original Decorations deposited in the Lindbergh Collection at St. Louis.

© Globe-Democrat and P. & A.

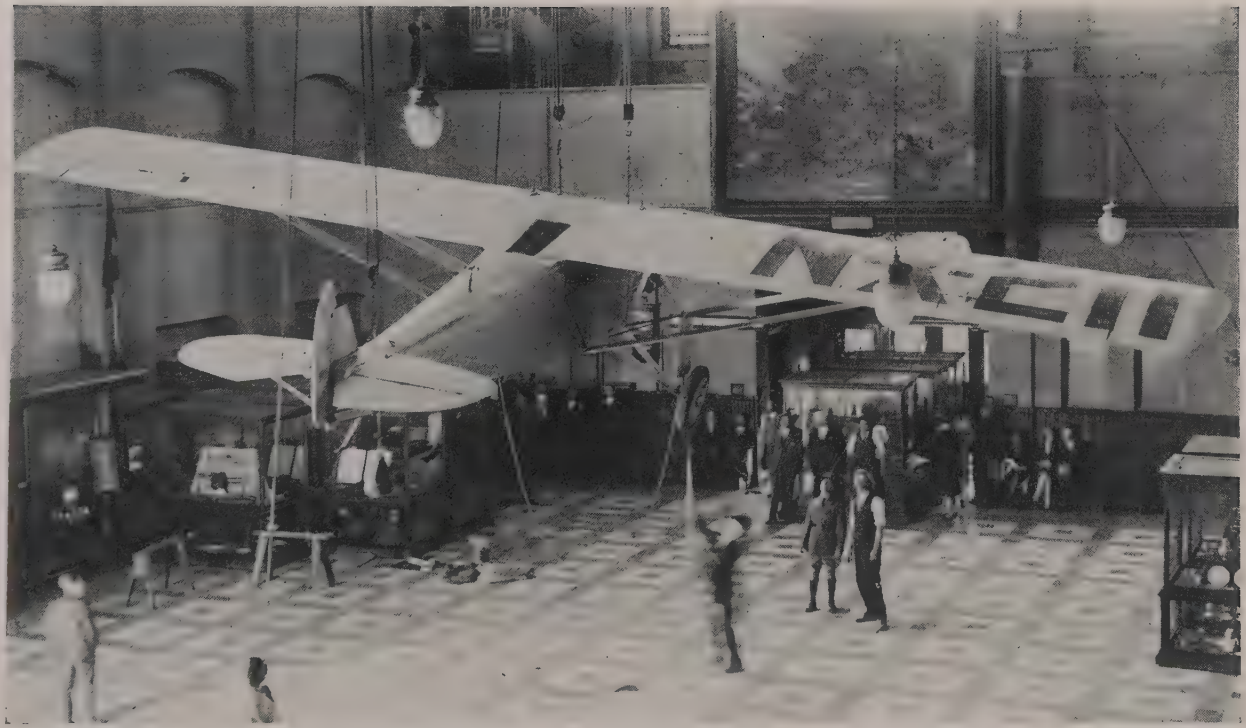
CONFERRED BY KING ALBERT

At Brussels, May 28, 1927.

Originals in Lindbergh Collection in St. Louis.

CONGRESSIONAL MEDAL OF HONOR

Voted Dec. 10 1927; Awarded March 21, 1928.



Photograph taken in Smithsonian Institution © International

SHRINE FOR MILLIONS OF PILGRIMS THROUGH THE GENERATIONS

Lindbergh flew "Spirit of St. Louis" for last time from St. Louis to Washington (April 30, 1928) delivering it to Smithsonian Institution. It has flown more than 40,000 miles.

29 Official Photograph Smithsonian Institution © Underwood

SMITHSONIAN INSTITUTION AT WASHINGTON

Where "Spirit of St. Louis" now rests in state. Here Wright's historic plane also is to be permanently exhibited.

© International
© Acme

SMITHSONIAN INSTITUTION AWARDS FAMOUS LANGLEY MEDAL

Lindbergh is the fifth great pioneer to be honored by this Medal. He takes his place with Wilbur and Orville Wright, Glenn Curtiss, and Gustave Eiffel of France.

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© Acme.

CHIEF JUSTICE TAFT CONFERRING HONOR ON LINDBERGH

Board of Regents of one of oldest scientific bodies in the world, Smithsonian Institution. Presentation of Langley Medal in Washington, December 8, 1927.

32 © Wide World

MEDAL OF FAMOUS EXPLORERS

In 40 years awarded for only eight Great Achievements: Peary—Amundsen—Gilbert—Shackleton—Steffansson—Bartlett—Byrd—Lindbergh.

Archives of National Geographical Society 33 © Underwood

PRESIDENT COOLIDGE AWARDS HUBBARD MEDAL BEFORE 6,000 GUESTS

At Washington Auditorium (November 14, 1927) with Officials of National Government, Diplomatic Corps, and 19 Famous Fliers who were entertained at White House luncheon.

Archives of Woodrow Wilson Foundation 34 © Wide World

FOR DISTINGUISHED SERVICE TO INTERNATIONAL FRIENDSHIP

Woodrow Wilson Foundation bestows upon Charles A. Lindbergh its medal and Peace Prize of $25,000 at dinner in New York (March 19, 1928) with 1,500 distinguished guests. Under-Secretary of State Norman H. Davis in Wilson Cabinet makes award.

Archives of Woodrow Wilson Foundation 35 © Wide World

WOODROW WILSON MEDAL IS AMERICA'S NOBEL PEACE PRIZE

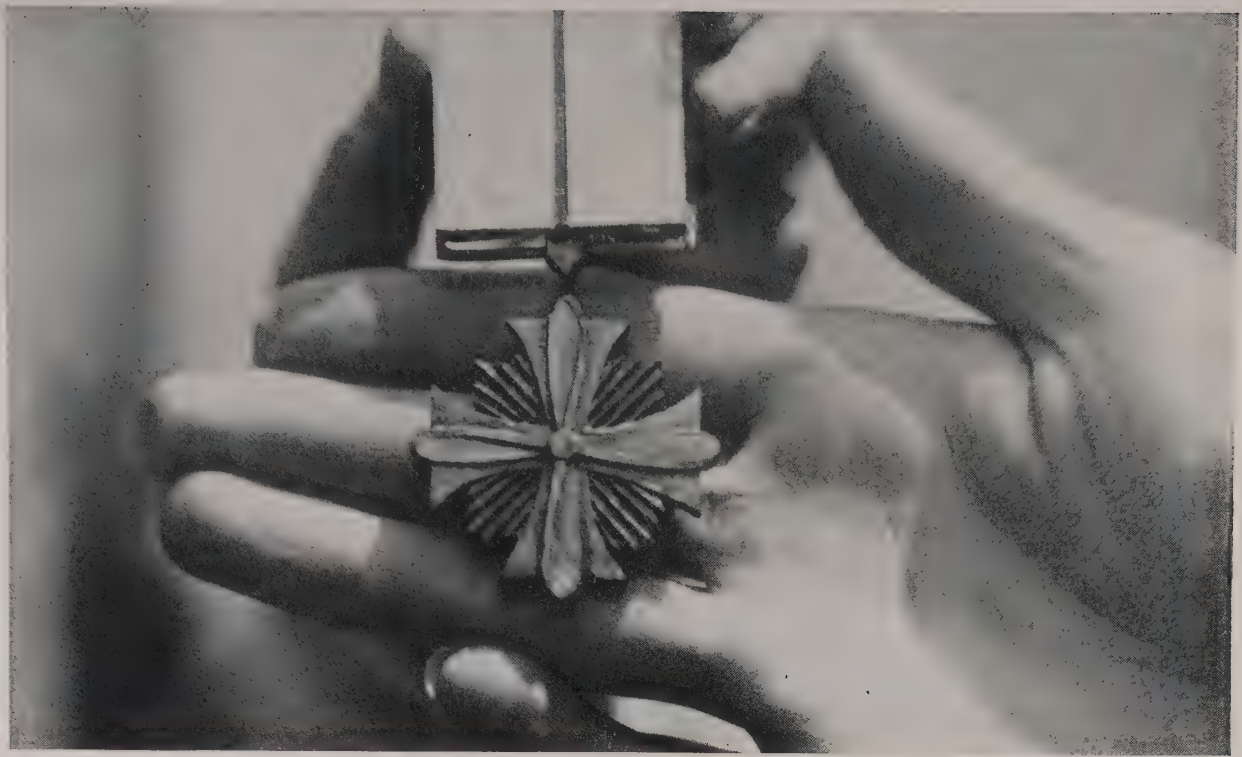
Woodrow Wilson Foundation with fund of $1,000,000 has awarded this medal to Viscount Cecil of Chelwood for work in behalf of League of Nations, Hon. Elihu Root for work in creation of Permanent Court of International Justice, and Lindbergh.

Archives Library of Congress

© Underwood

AMERICA'S HIGHEST AWARD—THE CONGRESSIONAL MEDAL

Being conferred by President Coolidge (March 21, 1928). Lindbergh had been promoted to Colonel (June 6, 1927). Vice President Dawes stands at right; Speaker of House, Longworth, at left.



37 © Acme

DISTINGUISHED FLYING CROSS AWARDED TO AMERICA'S GOOD-WILL AMBASSADOR

Original now deposited in Lindbergh Collection (Missouri Historical Society) in St. Louis with Decorations and Tributes from many nations.

38 © International

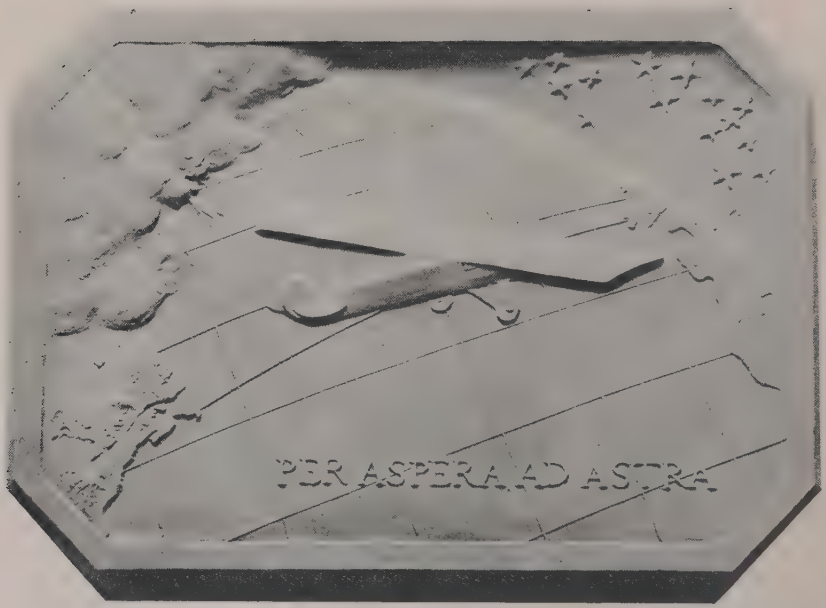
AMERICA GIVES WORLD A NEW EPOCH

Orville Wright, inventor who gave the world the airplane, standing with Lindbergh at International Civil Aeronautic Conference in Washington, with delegates from many nations (December 13, 1928).

39 © Underwood

HARMON TROPHY OF INTERNATIONAL LEAGUE OF AVIATORS

First award 1926 to Short, airmail pilot, 175,520 miles in two years without mishap; 1927 to Lindbergh; 1928 to Eielson for flight over Arctic with Wilkins.



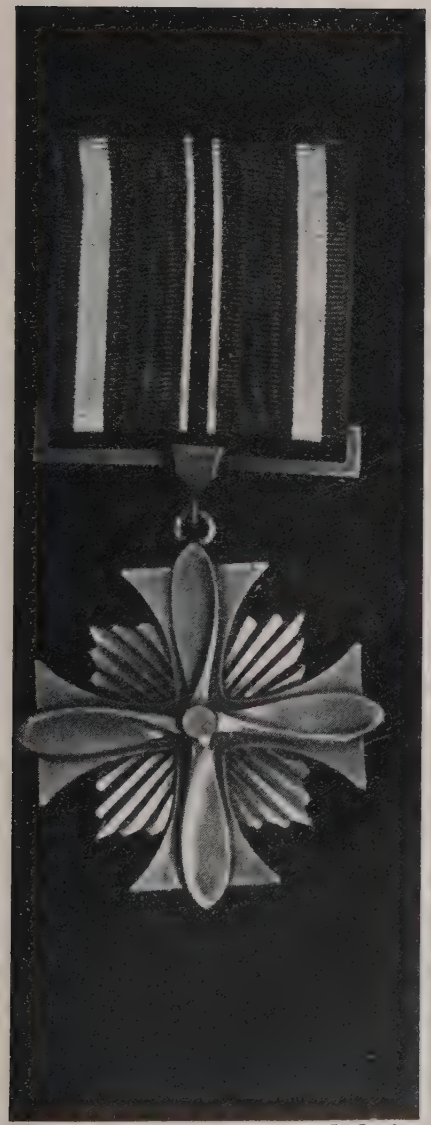
© Wide World

GOLD PLAQUE

Presented to Lindbergh by the Aeronautical Chamber of Commerce of America, Inc. (June 16, 1927)

FRENCH GOVERNMENT LINDBERGH MEDAL

© Wide World



Originals in Lindbergh Collection at St. Louis

DISTINGUISHED FLYING CROSS

Presented by President Coolidge in Washington (June 11, 1927).

© Wide World

ORTEIG $25,000 MEDAL

Presented by Raymond Orteig in New York (June 16, 1927).

Archives of Smithsonian Institution

© International

NATION'S JOURNALISTS AND SCIENTISTS CONFER HIGHEST HONORS

National Press Club dines Lindbergh at Washington (June 11, 1927). Dr. C. G. Abbott (left), Smithsonian Institution, announces Langley Medal Award (Awarded December 9, 1927).

II—A NEW WORLD EPIC—THE SAGA OF A NEW AGE

THE birth of every New Epoch in human progress brings to the front a new, virile character, a strong individuality that imprints itself indelibly on the pages of history and becomes the subject of folklore and tradition.

Every great event develops its own personality. The epic of this New Age in man's conquest of the air is being woven about the "Unknown Lad from the Northwest" who in a single night flew into the hearts of the world. It is a saga in itself—not unlike that of his own Viking ancestors, Eric and Lief of Scandanavian lore; the drama of the ancient Greeks, the crusades of Richard Cœur d'Lion, the legends of King Arthur and his knights.

Lindbergh is "the short and simple annals" of the people. Born in Detroit, Michigan, on February 4, 1902, and reared on the rugged lands of Minnesota, he is but the personification of what has made America the powerful nation which it is today. He is the embodiment of American nationality. Here we have a nation built on the blood and sinew of the races of the earth, re-born in the crucible of a new civilization. It is strong, valorous and courageous because its task has been the subjugation of a vast continent of incalculable resources and possibilities.

It is the country best equipped for the development of adventurous and daring enterprises, the opening of new eras. Lindbergh typifies this character; he was born and bred in it. He is typical of American youth. He is in this day what Lincoln and Andrew Jackson were in their day; he is doing for the air what Fremont, Clarke, and Boone were doing when they blazed the trail through primeval forests.

A rapid glance of the following pages, with a survey of the descriptive data accompanying the photographs will give a clear understanding of the American background behind this product indigenous to the American soil.

LITTLE CHARLIE
Earliest Known Photograph Taken at Age of 14 Months in Little Falls, Minnesota

He was Born in Detroit, Michigan, February 4, 1902.

"LINDY" Taking his First Steps Learning to Walk

A Much Harder Job than FLYING ACROSS THE ATLANTIC

© P. & A.

Photograph taken in Detroit

© Acme

WHERE "LINDY" GETS HIS SMILE—HIS MOTHER

Evangeline Lodge Lindbergh, born in Detroit, Michigan, of English, Irish and French extraction. Teacher in public schools; B.S. University of Michigan; A.M. Columbia. Her father was a Canadian, Dr. Charles H. Land, a dental surgeon and inventor.

Family Portrait—Lindbergh—8 years old 46 © International

FATHER AND SON -BLOOD OF THE ANCIENT VIKINGS FROM SWEDEN

Lindbergh's father, Charles A. Lindbergh, Sr., was born in Stockholm, son of member of Swedish Parliament and one-time Secretary to King, emigrating to America and settling in log cabin in Minnesota. He became a lawyer and Member of Congress.

Photograph in Village Records, Little Falls, Minn. 47 © P. & A.

"OLD HOME TOWN" IN MINNESOTA WHERE LINDBERGH WAS A BOY

Northwestern village of Little Falls where Lindbergh's father practiced law after graduating from University of Michigan (LL.B). From this district he went to Congress for ten years, taking his son to Washington with him. This photograph taken during Lindbergh Celebration, after gaining world fame, shows his first old car.

© Photograph in Collection of *New York World*

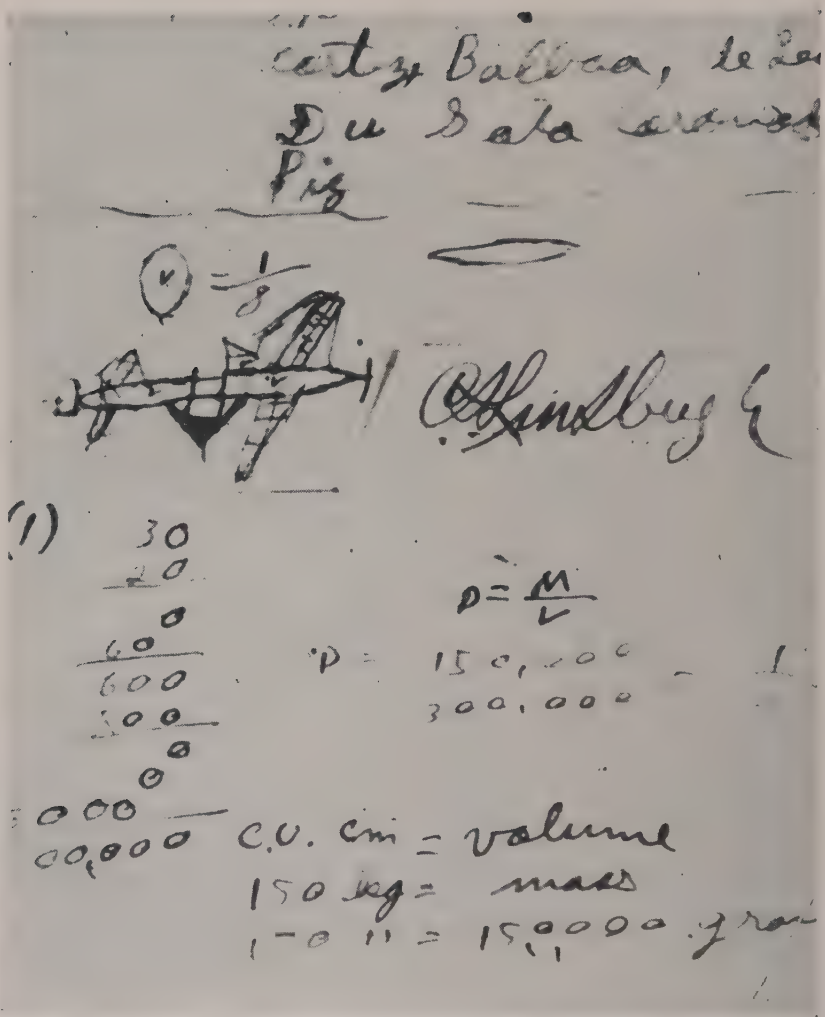
WHERE LINDBERGH SPENT HIS CHILDHOOD

This old farm house in Little Falls, Minnesota, has now become a Mecca for tourists. His summers were spent here; his winters in Washington, with visits to Detroit. The typical frontier home from which so many famous Americans have sprung. His father's childhood was spent in a log cabin, similar to that in which Lincoln was born. This is the Lindbergh background in America.

Photograph loaned by a former "neighbor" now living in Portland, Oregon 49 © International

LINDBERGH AT EIGHT YEARS OF AGE WITH HIS MOTHER

When kite-flying was his chief aerial ambition. He was then both a country boy and a city lad; on the farm and at the Nation's capital. His father loved the "Great Out-of-Doors" and they fished, hunted and camped together along the Mississippi headwaters. They were inseparable comrades.



50 © Photograph in Collection of *New York World*

LINDBERGH'S BOYHOOD NOTE-BOOK FOUND IN LITTLE FALLS HOME

Here is the evidence in his own handwriting that in his school days he was dreaming of flying. We find a crude sketch of an airplane with names of explorers and mathematical calculations on a sheet in his public school note-book recently recovered from his early belongings in the old farm house in the hills of Minnesota.

51 © Photograph in Collection of *New York World*

HIS FIRST AERIAL OBSERVATIONS WERE MADE FROM THIS TREE

Here, "Charlie," as he was known by the villagers in Little Falls, Minnesota, built a ladder on this tree on his father's farm. Placing bird houses in the branches, he spent hours in watching the activities of his feathered friends. His neighbors point out this spot and relate anecdotes to pilgrims who flock to historic farm.

52

© Photograph by *New York World*

FARMYARD AT THE OLD HOME IN MINNESOTA

Here he "tinkered" with his father's farm implements. On extreme right lies wagon box neighbors say "young Charlie built," first mechanical training.

53

© Photograph by *New York World*

"OLD BUGGY IN WHICH CHARLIE AND HIS MOTHER DROVE TO SCHOOL"

His fellow American Legionaires "resurrect it" on farm in Little Falls to take to Paris for Legion parade.

© International

WHERE "LINDY" WENT TO SCHOOL IN WASHINGTON

At 8 years of age he entered Force School with children of Ambassadors and Statesmen.

"My schooling was very irregular due to our constant moving from place to place. Up to the time I entered the University of Wisconsin I had never attended for one full school year, and I had received instruction from a dozen institutions, both public and private, from Washington to California."

CAPITAL HIGH SCHOOL

Where Lindbergh was a student at 13 years of age.

© International

Science Teacher of Lindbergh in Washington High School—Miss Maud Gunther.

Photos © International © Wide World

Class in Mid-Western Military School at Madison, Wisconsin—Find "Lindy."

56

© Acme

"LINDY" WHILE AT UNIVERSITY OF WISCONSIN

Graduating from the Little Falls High School (1918), he entered University of Wisconsin (1920) College of Engineering, remaining to finish first half of his sophomore year (1922). We see him here on his motorcycle riding from Chicago to Louisville in 24 hours to join the R.O.T.C.

57 © Henry Miller

"LINDY"

Spending his summer vacation (1920) in Artillery School at Camp Knox, Kentucky, later motorcycling to Florida and back to Little Falls. He says: "I started South with $48 in my pocket and had $9 left when I reached Minnesota."

58

© Acme

LINDBERGH'S FIRST FLIGHT

"I enrolled as a flying student with the Nebraska Aircraft Corporation in Lincoln, April 1, 1922; took my first flight as passenger April 9, 1922; made first solo flight April, 1923; graduated Kelly Field (U.S.A.), Texas, 1924."

III—THE CALL OF THE SKIES
A CHALLENGE TO YOUTH

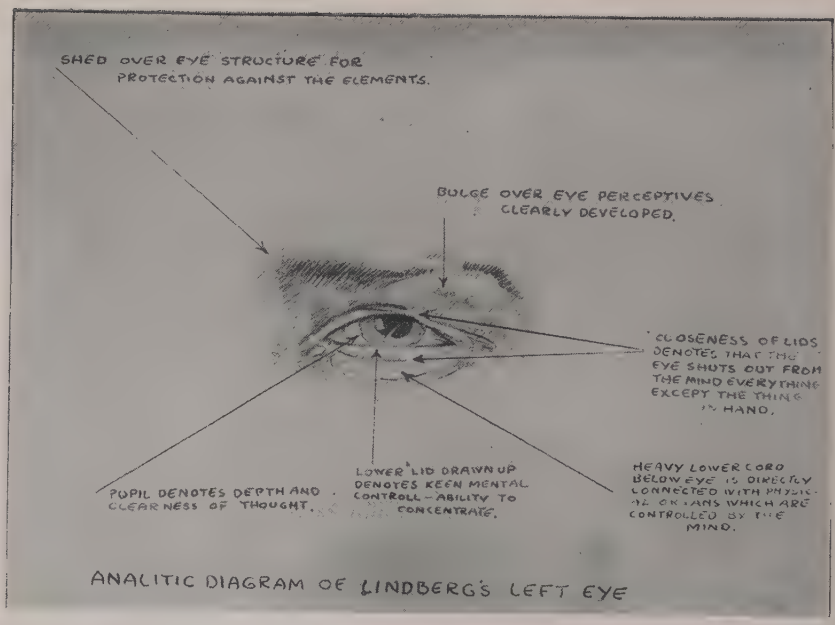
MAN has been at war with the elements since the beginning of time. He first fought the battle against savagery and wild beasts; he then turned his energies toward exploring the earth on which he lives; and winning these victories he has staked his life and genius against the mastery of the trails of the clouds.

The revelations of the secrets of the Universe are methodical and in the natural order of his needs and necessities. There is nothing he dare not undertake; there is nothing he will not eventually accomplish. No problem in the whole scientific plan of things is impossible of solution; everything is within reach.

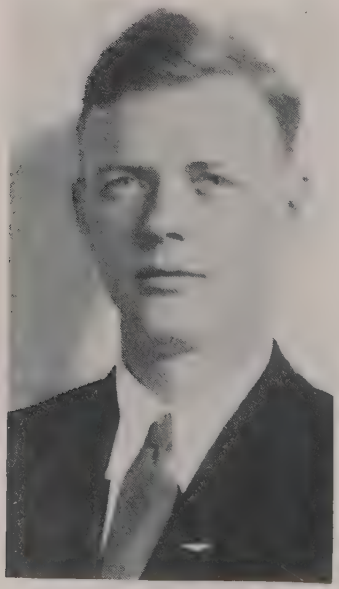
Lindbergh in preceding generations might have been a pioneer in exploration and discovery, or sailed the seas. Like millions of other American youths the lure of the apparently "impossible" was in him. He came at a time when his eyes turned toward the skies. The Wrights had just given the world a new power destined to solve the problem of sixty centuries—at the moment when it was needed as a new field for the adventurous spirit of man, a new challenge to courage and genius.

We find this Minnesota lad accepting this challenge. He climbs the tops of trees to observe the winds; his ambitions center upon the mastery of the skies; he gathers knowledge, joins the flying corps, roughs it with the "barnstormers," risking his life; he joins the Air Mail.

Finally, he conceives his "Great Idea"; stakes his earnings on it; he goes out and finds his financial backers, builds his historic ship, and rides off in the clouds across the Continent from San Diego, California, to St. Louis and New York (May 10–12, 1927) —to start on his "Great Adventure." These historic photographs record his own epic story.


SHED OVER EYE STRUCTURE FOR PROTECTION AGAINST THE ELEMENTS.
BULGE OVER EYE PERCEPTIVES CLEARLY DEVELOPED.
CLOSENESS OF LIDS DENOTES THAT THE EYE SHUTS OUT FROM THE MIND EVERYTHING EXCEPT THE THING IN HAND.
PUPIL DENOTES DEPTH AND CLEARNESS OF THOUGHT.
LOWER LID DRAWN UP DENOTES KEEN MENTAL CONTROLL – ABILITY TO CONCENTRATE.
HEAVY LOWER CORD BELOW EYE IS DIRECTLY CONNECTED WITH PHYSICAL ORGANS WHICH ARE CONTROLLED BY THE MIND.
ANALITIC DIAGRAM OF LINDBERG'S LEFT EYE

SCIENTIFIC STUDY OF LINDBERGH'S EYES AND FACIAL EXPRESSION

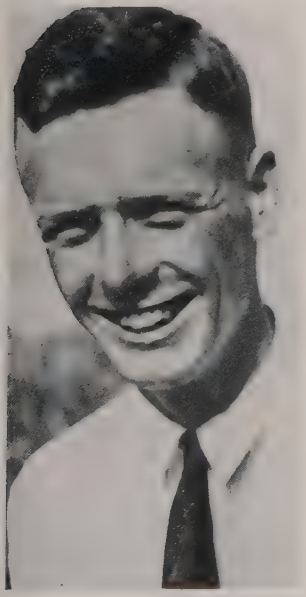


Photographs taken during various stages of his career.

Barnstorming through the South and West.

Photos P. & A. Wide World Underwood

EYES THAT PEERED THROUGH SKIES AND CLOUDS FOR 280,000 MILES



Study
changing
expression
of the
strong
Lindbergh
face.

Sensitive
Firm
Resolute
Keen
Steady
Courageous.

Photos
P. & A.
Acme
International

Photograph taken while Air Mail Pilot

© Underwood

LINDBERGH'S EARLY RECORD

Flying Cadet, Brooks Field, Texas (March 1924) —Kelly Field (September 1924)—2nd Lieutenant with Pilot's wings (March 1925) —1st Lieutenant (November 1925) —First Flight as Air Mail Pilot (April 1926)—Promoted Captain Air Mail (1926)—

Photograph taken in the Air Mail

© Underwood

LINDBERGH JOINS THE AIR MAIL IN THE DAY AND NIGHT SERVICE

With a remarkable record "barnstorming in all sorts of weather," gaining the reputation of "Lucky Lindy," he took off in the Air Mail at 5:30 A.M., April 15, 1926 (age 24) on the Chicago to St. Louis Route, via Peoria and Springfield, for the Robertson Aircraft Co. Here during these trips, he conceived his Great Idea.

64

© Air Mail Photograph by Underwood

AMERICA'S AIR MAIL RECORD

The Air Mail (Of which Lindbergh is a typical pilot) now flies 30,450 miles every day, traversing 37 States, touching at 108 Cities which are centers of population for 70,000,000 people. During the year 1928, the Air Mail flew a total of 10,472,024 miles and carried 52,934 passengers. The Air Mail Time from New York to San Francisco is but 31 hours; from New York to Chicago 9 hours, 20 minutes. This is the age of rapid transit.

65 © International

MORE THAN 8,400 FLIGHTS WITH ONLY FOUR ACCIDENTS

This remarkable record of "Slim" Lindbergh makes him a four star member of the "Caterpillar Club." He met each crisis with consummate skill, descending in a parachute; twice in the daytime and twice while plunging through terrific storms with the Night Mail, once dropping 13,000 feet.

66

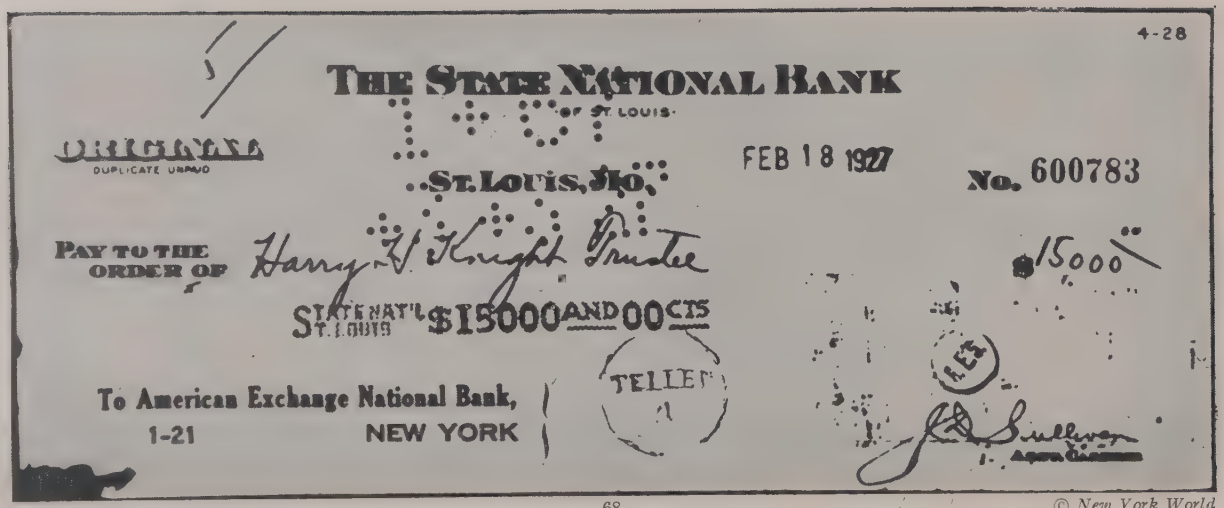
MEN OF VISION WHO CAUGHT THE SPIRIT OF THE GREAT IDEA

America has been built on courage and character of men who have staked their resources on the development of "ideas." "Slim" Lindbergh of the Flying Mail found such far-sighted men in City of St. Louis. Eight representative men co-operated with Lindbergh in backing his adventure: (above) Harold M. Bixby, of St. Louis Chamber of Commerce; Harry H. Knight, a young broker; (below) J. D. Lambert, of great chemical firm; Major William B. Robertson, of Robertson Aircraft Corporation.

© P. & A.

SILENT PARTNERS IN THE FAMOUS PARTNERSHIP OF "WE"

How these eight men co-operated with Lindbergh in the "Great Adventure" is told in Lindbergh's own words on next page. He dedicated his autobiography "WE" to his Mother and these "Men whose confidence and foresight made possible the flight of the 'Spirit of St. Louis.'" (Above) Harry F. Knight, financier; Major A. B. Lambert, long identified with aviation; (below) E. Lansing Ray, Editor and Publisher of St. Louis *Globe-Democrat;* Earl Thompson, financier.



© New York World

HOW LINDBERGH WAS FINANCED FOR HIS "GREAT ADVENTURE"

This is the original check for $15,000. "I first considered the possibility of the New York–Paris flight while flying the mail one night in the fall of 1926" (after reading about the Orteig $25,000 prize offer), says Lindbergh. He first consulted Major Robertson, for whom he was flying the Night Mail (December 27, 1926). A conference with business men was held (January 9, 1927). He stated that $15,000 was necessary. Lindbergh had saved $2,000, his entire life earnings, and put this in as the first contribution, the largest amount invested in the project by any one man. Robertson advanced $1,000; Knight and Bixby secured $15,000 on notes at a St. Louis Bank and underwrote the enterprise, taking subscriptions of from $500 to $1,000. The money was deposited to the credit of Lindbergh's flight committee. Lindbergh's estimate was correct. On the moment he arrived in Paris he had expended but $13,500. Of this amount he had paid for the plane alone, "The Spirit of St. Louis," $10,500.

69 © Acme

THE SMILE THAT HAS WON THE HEARTS OF THE WORLD

This is the face now known and loved by all the peoples of the earth.—It is just the face of a natural, unassuming, sincere American youth, the beloved Lindy.

Photo © Erickson

Ryan plant is an organization of boys with genius and enterprise. Here we see (left to right): William H. Bowlus, factory manager; B. F. Mahoney, president; "LINDY"; Donald A. Hall, chief engineer and designer; A. J. Edwards, sales manager.

© Donald Hall

Construction on "Spirit of St. Louis" began at Ryan plant in San Diego, California (February 28, 1927). Donald Hall, Chief Engineer, was over his drafting table for 36 hours at a time. Plant worked day and night, seven days a week for two months.

"I spent the greater part of the construction period working out the details of navigation and plotting the course on maps and charts."

Photos © By Donald Hall

Handling the Wing of the "Spirit of St. Louis"—See "Lindy" on top of box car.

© Photo in Underwood Collection

"LINDY" WITH MAHONEY, PRESIDENT RYAN AIRLINES, IN SAN DIEGO

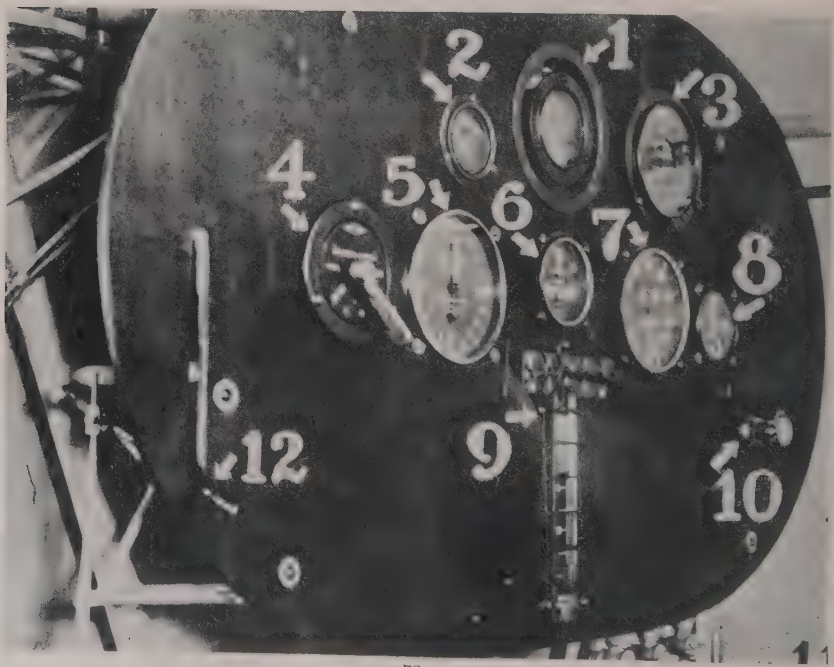
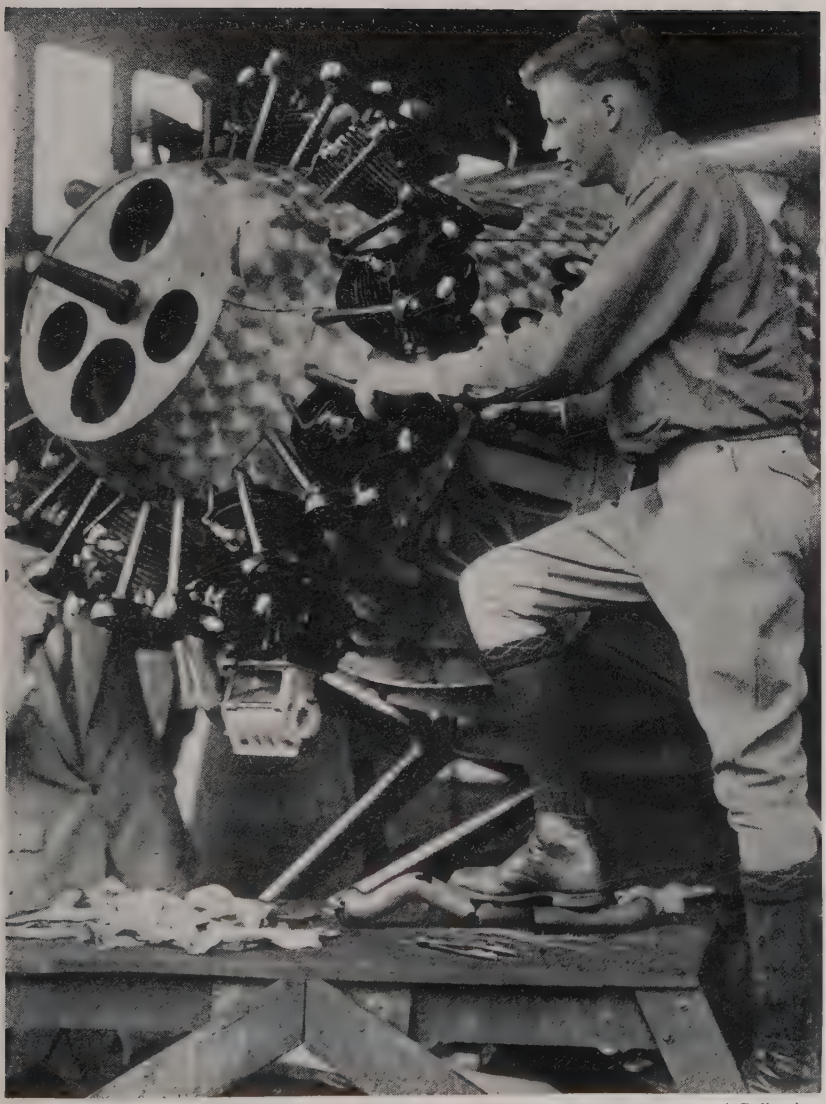


Photo in International Collection

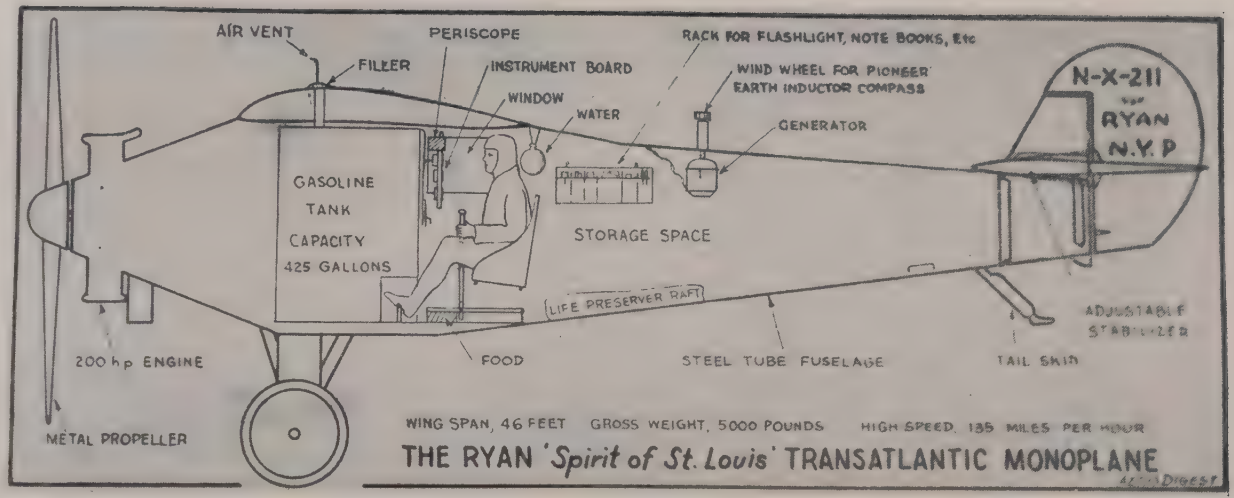
"Instrument Board which stood between Lindbergh and death on his historic flight."



73 © Photograph in Underwood Collection

THIS FAMOUS MOTOR CARRIED "SPIRIT OF ST. LOUIS" OVER 40,000 MILES

With this single motored Ryan monoplane, equipped with Wright Whirlwind J. 5. C. 200-H.P. radial air-cooled motor and Pioneer Navigating Instruments, including Earth Inductor Compass, Lindbergh started journey through skies, across continent, across Atlantic to Paris, Tour of 48 States, and 13 Pan-American countries.



© Wide World

"I carried this equipment on the flight: 2 flashlights—1 ball of string—1 ball of cord—1 hunting knife—4 red flares sealed in rubber tubes—1 match safe with matches—1 large needle—1 canteen, 4 qts.—1 canteen, 1 qt.—1 Amburst cup—1 air raft with pump and repair kit—5 cans of army emergency rations—2 air cushions—1 hack saw blade."

 Photo © by Underwood

WORKMEN AT THE RYAN PLANT IN SAN DIEGO WHO BUILT THE "SPIRIT OF ST. LOUIS"

75 © Photo in International Collection

A MARVEL OF THE GENIUS AND ENERGY OF AMERICAN YOUTH

"Sixty days after the order had been placed I gave 'The Spirit of St. Louis' her First Test Flight. (April 28, 1927.) The plane was off the ground in 6½ seconds."

© Photograph from Underwood Collection

THE START FROM SAN DIEGO

"At 3:55 P.M. Pacific time (May 10, 1927) I took off from North Island (Rockwell Field) with 250 gallons of gasoline for the flight to St. Louis. I carried maps of the individual States and one of the United States with the course plotted on each; two hydrographic charts of the North Atlantic Ocean and a map of Europe."

77 © Photograph International

ACROSS THE CONTINENT FROM CALIFORNIA TO NEW YORK

"The ship passed over first ridge of mountains, about 4,000 feet, very easily. (May 10, 1927.) At sunset I was over deserts and mountains of Arizona. At dawn (May 11, 1927) I cleared mountain ranges over 12,000 feet high. I landed at Lambert Field, St. Louis, at 8:20 A.M. (May 11, 1927)—Time 14 hours, 25 minutes.

78 © Acme

ON THE AIR WAVES OF IMMORTAL FAME

"At 8:13 the next morning (May 12, 1927) I took off from Lambert Field, St. Louis, for New York. . . ."

IV—THE MODERN COLUMBUS ON HIS VOYAGE IN THE CLOUDS

HERE we witness one of the most dramatic situations in all human history. An unknown lad, a virtual stranger in the greatest metropolis of the Western Hemisphere, poised in silence like a young eagle, waiting for the moment to disappear in the fathomless blue! To ride the winds and storms over the Atlantic and alight on the Eastern Hemisphere—leaping out of the New World into the Old World—a "Lone Eagle" of the heavens.

His poise and determination are in themselves an immortal classic. The voyage of Columbus, four centuries before, fades in comparison. Columbus with his ships and crews on the seas; Lindbergh in the storm-tossed clouds—*alone!* This, undoubtedly, is the factor that gripped the imagination of the world. Skeptics called him "The Flying Fool" just as iconoclasts had called Columbus "The Crazy Sailor." Four centuries ago, he, too, probably would have been thrown in chains.

"Lucky Lindy" they called him, too, as they had spoken of his ancestral explorer, the valorous "Leif the Lucky" who in his Viking ship came to the shores of the New World a thousand years ago but left only runes and sagas to tell the tale.

The manner in which Lindbergh kept his own counsel, his grim taciturnity, the decision to beat his rivals to "the start," his total unconcern as to the results of the adventure, whether it be life or death, wholly oblivious to the consequences of Victory, are materials for a Greek tragedy, surpassing those of Æschylus, Euripides, or Sophocles. Like Homer, he was to create his own Odyssey—over night; like Virgil and Livy he was to write his own ode and history—on the skies—on the "Via Dei" (the Way of God).

The records presented herewith, leading up to this misty morning at Roosevelt Field, Long Island, at 7:52 A.M. (May 20, 1927), are like tablets of stone to command the awe and admiration of the human race as long as it may last.

80 © Photograph in Collection of Brown Brothers

HELLO—HERE "WE" ARE!

Lindbergh landed at Curtiss Field, Long Island, at 5:33 N. Y. Daylight Saving Time (May 12, 1927). He had flown from San Diego, via St. Louis, to New York in 21 hours, 40 minutes, flying time —2,500 miles—with 3,600 more to "go" across the Atlantic Ocean to his destination in Paris.

81 © Photograph International

A STRANGER IN NEW YORK WITH ONE FRIEND

The unknown lad, called the "Flying Fool," who was about to arouse the World, finds a mascot, named Patsy, at Curtiss Field. He decides to take Patsy with him over the Atlantic but finally concludes that it is "too dangerous a journey to risk the cat's life."

82 © Photograph in Wide World Collection

HIS MOTHER COMES TO SAY "GOOD BYE"

The school teacher from Detroit arrives in New York to bid her son "God-speed." For eight days he studies weather maps and watches the skies in silence and determination, watching and waiting.

83 © Photograph in Wide World Collection

THE EYES OF THE WORLD WERE NOW FIXED ON HIM

Byrd, conqueror of the North Pole, now waiting to fly from America to Europe himself, came to see him. The courageous Frenchmen, Nungesser and Coli, had just been lost in the North Atlantic, "never to be heard from again. It seemed a Lost Cause."

84 © Photograph in International Collection

"FAMOUS FLIERS PRESS FORWARD TO GREET THE NEW-COMER"

Chamberlain, himself about to fly from America to Germany, and Noville, about to fly with Byrd across the Atlantic, study maps and discuss problems involved in their "Great Adventures" that were to open a New Epoch in human history.

FAMOUS FRENCH FLIER WISHES HIM "BON VOYAGE"

Renee Fonck, war ace from France, calls on the "Dark Horse" in race across the Atlantic.

© Photos Underwood

FAREWELL VISITORS GATHER ABOUT HIM

His friend, Mahoney, comes from San Diego; Harry Guggenheim makes his acquaintance; Charles Lawrence of Wright Motor.

Photograph by Arthur Ackert. 86 © Brown Brothers

AUTOGRAPHED BY LINDBERGH A FEW HOURS BEFORE HISTORIC FLIGHT

This photograph is one of the most valuable in the Famous Lindbergh Collection. It was snapped by a small boy, Arthur Ackert, Rockville Center, N. Y., and then signed by Lindbergh last day before Great Adventure which started 7:52 A.M., May 20, 1927.

87 © Photograph in Underwood Collection

LINDBERGH MAKES FINAL TEST OF HIS PARACHUTE

All preparations are complete. He waits only for the propitious moment to "hop into the air." It is May 19, 1927—he has stood like a sentinel on duty for one week. "All's well!" He finally carries Life Preserver Raft for safety.

© Photograph in Wide World Collection

"CALL ME AT 2:15"

This was the order that Lindbergh left at his hotel in Garden City, Long Island, when he returned at midnight in the drizzling rain (May 19, 1927). He intended to take two hours sleep—but suddenly left, stopping to pick up "a couple of sandwiches" from a nearby lunch wagon, and hurried to the flying field.

89 © Photograph from Pacific and Atlantic Collection

THE HOUR HAS COME!

It is the night of May 19–20, 1927—Let Lindbergh tell his own story: "I was unable to get any sleep. A light rain was falling which continued until almost dawn. The slow trip from Curtiss to Roosevelt Field was begun, escorted by motorcycle police." Byrd and Chamberlain bid a last "Good Luck."

© Remarkable Photograph in the Acme Collection

THE GREAT MOMENT IS HERE!

It is 7:52 on the morning of May 20, 1927. The Roosevelt Field is soft with dew and rain from the drizzly night. Lindbergh opens the throttle of his whirring motor. He "gives it the gun"—and off he shoots on the "Greatest Voyage ever known to man"—into the Great Unknown.

91 © Historic Photograph in International Collection

MOUNTING THE SKIES TO MAKE HISTORY

"I throttled the engine down to 1750 r.p.m. . . . I took up a compass course at once and soon reached Long Island Sound. . . . The haze soon cleared from Cape Cod through the Southern half of Nova Scotia. . . ." and he was soon skimming the storm clouds 10,000 feet high—headed directly across the Atlantic.

92 © International Newsreel

LAST PHOTOGRAPH OF LINDBERGH'S FLIGHT

Taken by the camera men in the Curtiss plane an hour out at sea as they signaled the "Explorer of the Clouds"—"GODSPEED."

V—THE GREAT ADVENTURE THAT AROUSED THE WORLD

HISTORIANS should be averse to all forms of "Hero Worship." They should in fact restrict themselves to constructive analysis of character and events, and the laws of cause and effect which actuate them. But here is an event in human achievement where the simplest statement of fact arouses the deepest emotions.

A boy—twenty-five years of age—lost in the clouds—at times 10,000 feet above the seas—plunging through the night at a speed as high as 150 miles an hour—and, let us repeat it again, *alone*.

Here is history in the making—thousands of years of human dreams in one awe-inspiring realization. Thousands wait on two continents to hear the news—until, at last, he drops out of the heavens, on the very spot which his chart had marked—Le Bourget Field, Paris, France (10:22 P.M., May 21, 1927),—3,625 miles in 33 hours and 30 minutes—the greatest achievement in pioneer navigation the world has ever known.

The scenes which followed never have been equalled. France proclaimed him the Ambassador of Good-Will. In an instant he had aroused the spirit of the world. The inextinguishable love of the human heart for courage and character and accomplishment, in all races and nations, rose in an ovation the like of which the Cæsars, Nero and ancient emperors in their most triumphant moments never witnessed.

There is no mystery to this; it could have resulted in no other way, and yet Lindbergh was the last to comprehend it. The greatest of all tests now came; the test of character in fame and fortune. The boy of yesterday became the Statesman and Diplomatist of today. And herein he proved the true strength of his character, grounded in principle and consistent in every crisis.

Through the masterful diplomacy and friendly counsel of Ambassador Herrick, (over whose tomb, this boy Lindbergh is to stand in reverence and tears two years later), we shall now see this "Unknown Lad" as he becomes the foremost figure in the World.

Painting by Jean Jacques Phster—Courtesy of the Holt Gallery

© Photograph by Wide World

"'WE,' AT DAYBREAK" THE "LONE EAGLE" IN THE SILENT NIGHT AND DAWN OVER THE ATLANTIC

© Photo P. & A.

CHART OF THE YOUNG KNIGHT OF THE SKIES, IN HEAVENS FOR THIRTY-THREE HOURS

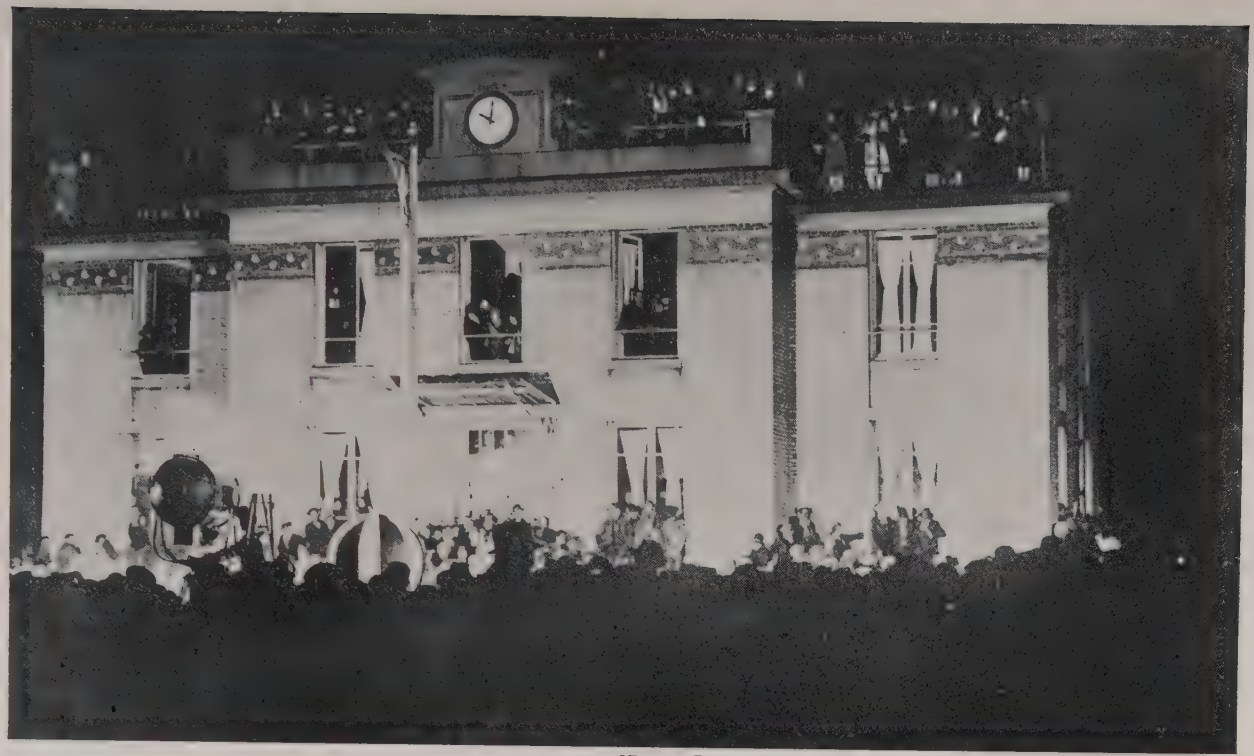
This chart shows Lindbergh's course across Atlantic. He was last sighted over St. John's, New Foundland, at 7:15 (Eastern Daylight time, May 20, 1927). In his official log (WE) he says: "Darkness set in about 8:15. . . . The moon appeared on the horizon about two hours later. . . . I passed over numerous icebergs. . . . Sunrise . . . a strong wind . . . the ocean was covered with white caps. . . . I dropped down until less than a hundred feet above the water . . . zero for nearly two hours. . . I flew entirely blind through the fog. . . . I dropped down closer to the water, sometimes flying within ten feet of the waves. . . . First indication of my approach to the European coast was a small fishing boat. . . . I passed within a few feet and shouted: "Which way is Ireland?" . . . There was no response. . . . The coast-line came down from the North . . . the southwestern end of Ireland. . . . In two hours the coast of England . . . then across the English Channel . . . striking France over Cherbourg."

96

© Photo Henry Miller

WAITING FOR LINDBERGH AT LE BOURGET FIELD (PARIS)

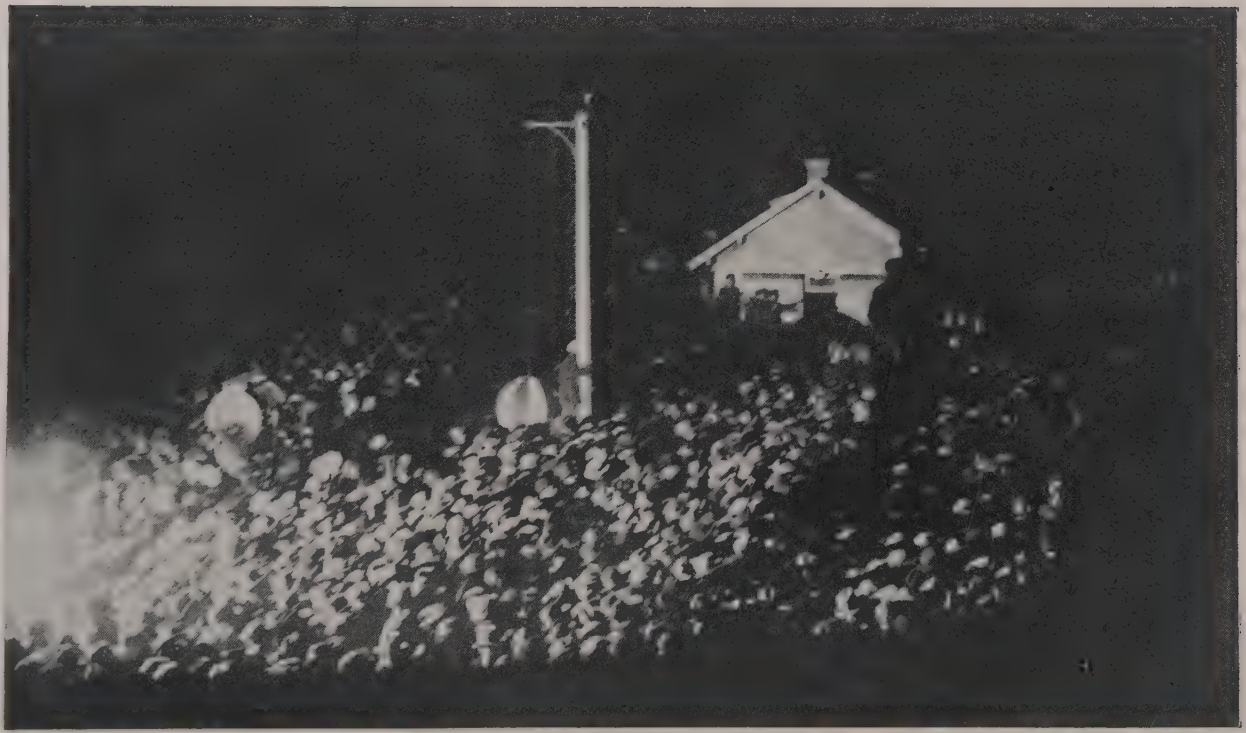
This small room in Commandant's Quarters awaited his arrival. French Poilu was detailed as guard for 24 hours without sleep or relief. The cot was for Lindbergh.



97 Photograph © Sport & General (Europe) American rights Acme

THE EVENTFUL NIGHT AT LE BOURGET (PARIS)

Enormous crowds wait to hear the first news from the American "Lone Eagle." Huge searchlights play into the skies to guide the stranger from the New World—like a visitor from Mars.



Flashlight Photograph in French Archives 98 © Acme

"LINDBERGH! LINDBERGH! VIVE LE LINDBERGH!"

50,000 voices break into the night with uproarious volume. Hour 10:22 (night of May 21, 1927). Circling Eiffel Tower over Paris. he was now spiralling down to the lights of Le Bourget.

99 Flashlight Photograph © Sport & General (Europe) American rights Acme

A GREAT MOMENT IN WORLD'S HISTORY

10:22 P.M. Paris time (May 21, 1927)—3,625 miles in 33 hours, 30 minutes—New York to Paris. "I circled low over the field and landed. . . . The entire field was covered with thousands of people all running towards my ship. . . . I cut the switch to keep the propeller from killing someone . . . the ship began to crack from pressure of the multitude . . . no word could be heard in the uproar."

SOLDIERS FORMING A BARRICADE TO PROTECT LINDBERGH FROM EXUBERANT THRONGS

"I started to climb out of the cockpit, but as soon as one foot appeared through the door I was dragged the rest of the way (by jubilant crowds). . . . For nearly half an hour I was unable to touch the ground. . . . A group of soldiers and police surrounded the plane and soon placed it out of danger. . . . The French ability to handle an unusual situation with speed and capability was remarkably demonstrated that night at Le Bourget."

101 Photograph © Pacific and Atlantic

ARCH OF TRIUMPH—ERECTED BY NAPOLEON IN PARIS FOR HIS VICTORIOUS TROOPS

All Paris was waiting to see Lindbergh. He had been taken hurriedly away by Ambassador Herrick to the American Embassy, not far from the great Napoleanic Arch. News of the Young American's Victory was being flashed around the world.

102 Photograph © Sport & General (Europe) American rights Acme

THIS "UNKNOWN LAD" OVER NIGHT HAD BECOME WORLD FAMOUS

Photograph taken on steps of American Embassy with Ambassador Herrick (May 22, 1927). "A kind Providence had placed me in Ambassador Herrick's hands," says Lindbergh—the American boy who had flown the Atlantic on "a sandwich-and-a-half."

Photograph in French Archives. 103 © Acme

TWO NATIONS MEET AS BROTHERS—FRANCE AND AMERICA

Bleriot, Famous Frenchman, first to fly across English Channel (July 25, 1909) Calais to Dover in 37 minutes. Lindbergh, first to fly Atlantic—New York to Paris,

104 Photograph © Sport & General (Europe)—American rights Acme

FRENCH CROWDS HAIL LINDBERGH AS "AMBASSADOR OF GOOD-WILL"

105 Photograph International Newsreel

HE WINS HEARTS OF THE PEOPLE ON BOULEVARDS OF PARIS

"Stranger" who brought letters of introduction because "I knew no one in Paris."

Photograph in French Archives. 106 © Underwood

GREAT OVATION OF FRENCH PEOPLE TO "KING OF THE AIR"

Arrival of the American youth in Paris at 10:22 P.M., May 21, 1927, aroused the nations of the world. Greeted by Ambassador Herrick and paid homage by France. We see Lindbergh leaving home of Mme. Nungesser, mother of the lost French ace,

107 Photograph © Sport & General (Europe)—American rights Acme

LINDBERGH CALLS ON THE PRESIDENT OF THE FRENCH REPUBLIC

President Doumergue at Elysee Palace (May 23, 1927). The French statesman kisses the "lad in borrowed clothes" on both cheeks and pins Legion of Honor on him. (See page 26.)

 © Photograph Pacific and Atlantic (Paris)

A GREAT MOMENT IN THE LIFE OF AMBASSADOR HERRICK

His years in the service of His Country are brought to a magnificent culmination. With this American boy he cements friendship between two great countries.

Photo © Acme

FIRST RADIO PHOTOGRAPH OF LINDBERGH FLASHED TO AMERICA

Lindbergh with President Doumergue of France and Ambassador Herrick (May 23, 1927). That night he delivered first speech in his life before Aero Club.

Photo © Pacific and Atlantic (Paris)

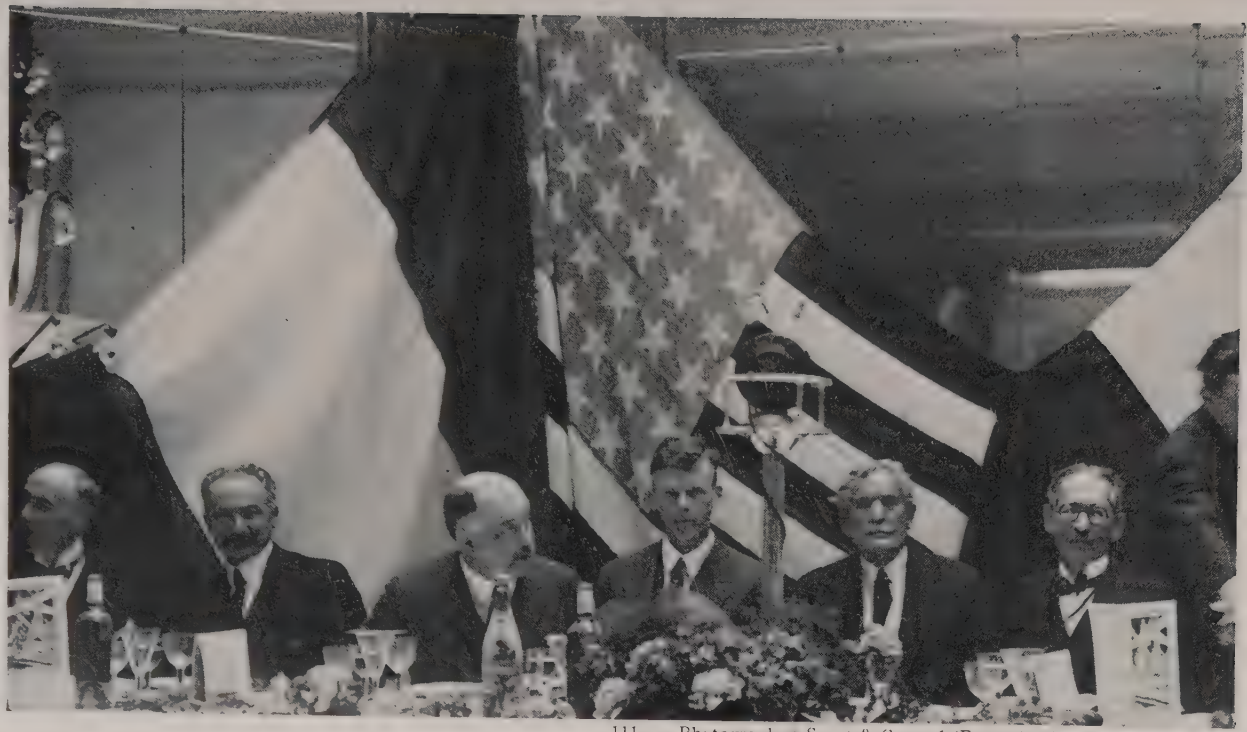
FIRST CABLE PHOTOGRAPH OF LINDBERGH TO COME UNDER ATLANTIC

This photograph was flown from Paris to London (May 22, 1927) and then cabled to New York by Bartlane process in one minute.

110 Photograph © Sport & General (Europe)—American rights Acme

LINDBERGH HONORED AT AERO CLUB IN PARIS

Here he makes his First Speech (May 23, 1927) and receives Gold Medal. Minister of War Paul Painleve, surrounded by fifty leading aviators of France, receives guest of honor. He waves to the crowd below his own American flag and the tri-color of France.



111 Photograph © Sport & General (Europe)—American rights Acme

LINDBERGH SPEAKS TO ALL EUROPE OVER RADIO

At the American Club in Paris (May 24, 1927) his unmistakable sincerity makes a profound impression as he declares: "I believe this is the forerunner of a great air service from America to Europe—to bring our peoples nearer together in understanding and friendship."

112 © Photograph in French Archives and Collection of Henry Miller in Washington

FRENCH GOVERNMENT OFFICIALS TOAST "SPIRIT OF ST. LOUIS"

In airdrome at Le Bourget Field (May 24, 1927). Nearby is plane in which French flier Pegoud looped the loop for first time. President Doumergue of France is presiding.

113 Photograph © Sport & General (Europe)—American rights Acme

HUGE CROWDS CHEER "LE JOLI LINDBERGH"

General Gouraud at reception of French Chamber of Deputies (May 25, 1927) said: "It is not only two Continents that you have united, but the hearts of all men everywhere in admiration of the simple courage of a man who does great things. . . . You have helped to frame that unalterable fraternity, that indissoluble friendship which unites our two peoples."

Photograph from French Archives

© Acme Collection

LINDBERGH VISITS FRENCH CHAMBER OF DEPUTIES (MAY 25, 1927)

He is escorted to reception room of the President's residence where distinguished French Statesmen pay homage to his achievement in uniting two great nations.

115 © International Newsreel

MARSHAL FOCH GRASPS THE HAND OF LINDBERGH (MAY 25, 1927)

The Commander-in-Chief of all the Allied Armies in the World War extends his cordial congratulations. Lindbergh visits Napoleon's tomb at the Invalides and the blind and crippled veterans of the World War. He places a wreath on the grave of the Unknown Soldier under the perpetual guard of the Arch of Triumph.

116 © Photograph from the Underwood Collection

MARSHAL JOFFRE RECEIVES LINDBERGH AT HIS HOME

The aged warrior (May 25, 1927) pays his respects to the American youth and the great American nation. Here, too, we see General Mangin's four children.

117 Photograph © Pacific and Atlantic (Paris)

BRIAND GREETS LINDBERGH ON STEPS OF FRENCH FOREIGN OFFICE

The "Conqueror of the Atlantic" is received at the Quai d'Orsay by the French Foreign Minister (May 25, 1927). Under the brilliant tutelage of Ambassador Herrick the 25-year-old American lad is becoming a diplomat himself.

118 Photograph © Pacific and Atlantic (Paris)

DISTINGUISHED GATHERING IN THE HISTORIC QUAI D'ORSAY

M. Painleve, Minister of War—Ambassador Herrick—M. Briand, Foreign Minister.

119 Photograph © Pacific and Atlantic (Paris)

FAMOUS FRENCH STATESMEN PAY TRIBUTE TO AMERICA

Listening to the eulogies (May 25, 1927)—M. Sarraut, Statesman, beside him.

Photograph from French Archives

© Acme Collection

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119 Photograph © Pacific and Atlantic (Paris)

FAMOUS FRENCH STATESMEN PAY TRIBUTE TO AMERICA

Listening to the eulogies (May 25, 1927)—M. Sarraut, Statesman, beside him.

Photograph in Paris Archives

Brown Brothers

LINDBERGH WAVES FLAG TO THRONGS FROM WINDOW OF CITY HALL

Official Reception of the City of Paris (May 26, 1927). Ambassador Herrick waves the French flag. "I believe certain things can only be interpreted as of a Divine act," said the American Ambassador. "I believe this marks the cementing of the great friendship which has lasted 150 years between France and America."

Photograph from Official French Archives

Brown Brothers

LINDBERGH SIGNS HIS NAME IN THE "BOOK OF GOLD" AND IS AWARDED A GOLD MEDAL

Scene in City Hall, Municipality of Paris (May 26, 1927). He addresses the Council and predicts that this is the beginning of regular air service between the United States and France, paying tribute to Nungesser and Coli.

Photograph from Official French Archives 122 © Underwood

HISTORIC SCENE AT HOTEL DE VILLE ON LINDBERGH DAY

More than a half million people cheer wildly as the "American Ambassador of the Air" drives through streets of Paris to the Halls of the Municipal Government. Men shout—women weep—children throw flowers as Lindbergh passes through.

123 © Photographs deposited in the Bibliotheque Nationale

MASSES PROCLAIM AMERICAN YOUTH "MESSENGER OF PEACE"

No nation ever paid a foreigner a greater ovation than France extended to our "Son of the West" in that week of spontaneous celebration that carried the French people to the noblest heights of friendship and fraternity with America.

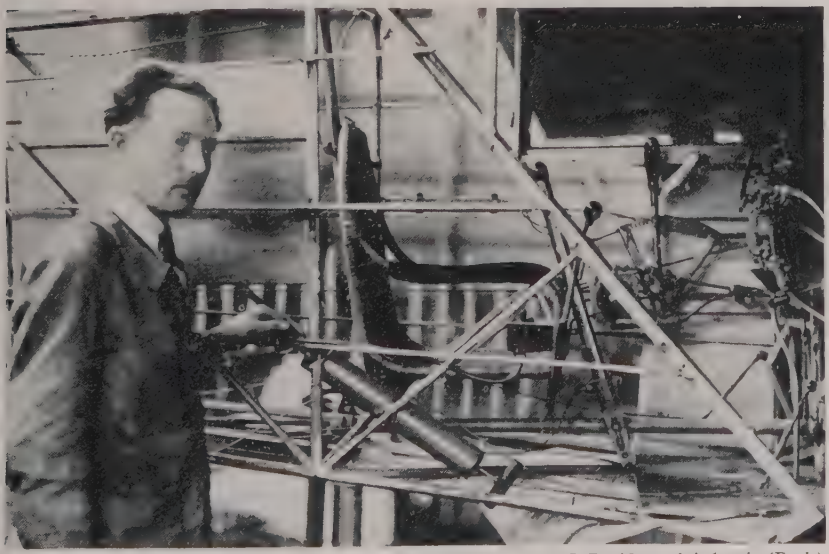
124 © Photograph by International Newsreel

LINDBERGH AT THE FRENCH MINISTRY OF WAR

He stands with M. Painleve, Minister of War, and General Pershing (May 27, 1927). Later he is received by the Senators at Luxembourg Palace—for tomorrow he leaves.

Photographs © Pacific and Atlantic (Paris)

SOUVENIR HUNTERS IN WILD JOY TEAR "SPIRIT OF ST. LOUIS"



© Pacific and Atlantic (Paris)

EXPERTS OVERHAUL LINDBERGH'S SHIP FOR HIS DEPARTURE

He is now preparing to leave Paris to fly to Brussels and cross channel to London.

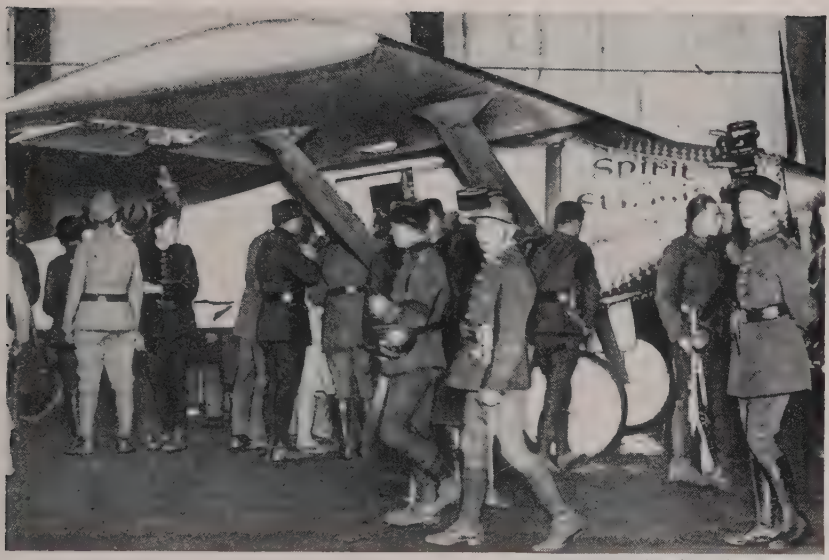
© French Photograph from Acme

LINDBERGH BACK AGAIN AT LE BOURCET WHERE HE LANDED

126 Photograph © Pacific and Atlantic (Paris)

MEMORIAL HAS BEEN ERECTED AT THE EXACT HISTORIC SPOT

The double circle in center shows where "Spirit of St. Louis" touched French soil.



Photograph © *London Times*—Acme

"SPIRIT OF ST. LOUIS" WAITING FOR ITS FLIGHT TO BELGIUM

© Photograph Underwood

LAST HONORS BEFORE LINDBERGH LEAVES FOR ENGLAND

International Society of Aviators decorate him with ensign of "Escadrille Lafayette."

128

Photograph © Pacific and Atlantic (Paris)

"THREE MUSKETEERS" BID FAREWELL

Lindbergh with Bleriot, first man to fly across the English channel, and the great Herrick (May 28, 1927) as the American "Knight of the Air" leaves for Brussels to cross channel to London.

Photograph in Bibliotheque Nationale

© Acme

"SPIRIT OF ST. LOUIS" SAYS GOOD-BYE TO PARIS

At noon (May 28, 1927) Lindbergh hops off for Brussels. He circles Eiffel Tower. Dropping a note of thanks in Place de la Concorde, he passes over Arch of Triumph—and disappears in the skies—a Young Napoleon in hearts of the French people.

130 Photograph © *London Times*—Acme

LAST GLIMPSE OF PARIS—ON WAY TO BRUSSELS AND LONDON

VI—NATIONS HAIL YOUNG AMERICA AS KNIGHT OF NEW EPOCH

LINDBERGH'S *solitary* flight resulted in a great spiritual awakening between nations and peoples. It swept the conscience of the world with the power of a reformation. Henderson, the historian, in naming Lindbergh as one of "The Twelve Most Vivid Living Personalities," says: "It was recognized everywhere as not only a victory for America but for the entire human race."

"Lindbergh's flight instantly passed out of the domain of the world of sport into the world of diplomacy," records Dr. Henderson. "Youthful, modest, utterly simple and unaffected, he succeeded in accomplishing a feat which had baffled the most skillful diplomats—the union in a bond of common admiration and enthusiasm of the peoples of America and Europe. . . He won the affection of millions for himself as a gallant youth and for the spirit of the nation which gave him birth."

Ambassador Herrick, under whose skillful guidance the destinies of Lindbergh were directed, makes this historical analysis in his preface to *We* (Lindbergh's autobiography): "When Joan of Arc crowned her King at Rheims, she became immortal. When Lafayette risked his all to help the struggling Americans, he wrote his memory forever across a mighty continent. . . So it was with Lindbergh . . . judged by the rigid standards of history and precedent . . . he was the instrument of a great ideal. . . For he was needed and he came—came at a moment which seemed exactly preordained. . . A nation which breeds such boys need never fear for its future."

We shall now witness the scenes that took place in Belgium (May 28, 1927) and England (May 29, 1927) when the "Lone Eagle" from America received the acclaim of Kings and populace.

It is a study in mass psychology—a penetrating insight into the hearts and emotions of the people. So long as the human race can respond to the spiritual qualities of courage and character we cannot charge it with being wholly materialistic and mechanistic.

Photograph © *London Times*—Acme

LINDBERGH FLIES OVER FLANDERS FIELD AND BATTLEGROUNDS

Here thousands of boys like himself sleep where the poppies grow—boys who gave their lives to their country's service in the tragic days of the World War.

Photograph © Sport & General—Acme

GUARD OF BELGIAN SOLDIERS WAIT FOR LINDBERGH IN BRUSSELS

Gendarmes keeping crowds back as they peer the skies—waiting for the Conqueror.

133 Photograph © Sport & General (Europe)—Acme

TRANS-ATLANTIC CONQUEROR ARRIVING AT BRUSSELS

Lindbergh circles the field as the Belgians catch the first glimpse of the "Spirit of St. Louis"—an American Eagle out of the blue skies of the Western Hemisphere.

134 Photograph © Sport & General (Europe) American rights Acme

LINDBERGH TOUCHES BELGIAN SOIL FOR FIRST TIME IN HIS LIFE—A RIDER FROM THE AIR

He lands at the Evere Flying Field near Brussels at exactly 3:15 P.M. (May 28, 1927). Over the World War Battlefields from Paris in 3 hours, 15 minutes. He was a boy but 15 years old when these battles were being fought and Belgium was being drenched in the blood of its martyrs. To the Belgians he was a symbol of the youth of America who had come to their aid in their Dark Days, a new bond of unity and friendship.

Photograph © Sport & General (London)—Acme

LINDBERGH GOES TO AMERICAN EMBASSY IN BRUSSELS—WREATH FROM KING AND QUEEN

Ambassador Hugh Gibson, being in America at the time, his place is occupied by Charge d'Affaires Dunn, who introduces Lindbergh to Duke of Brabant, heir to throne (see page 138) who formally welcomes him in name of King Albert.

Photograph © Pacific and Atlantic (London)

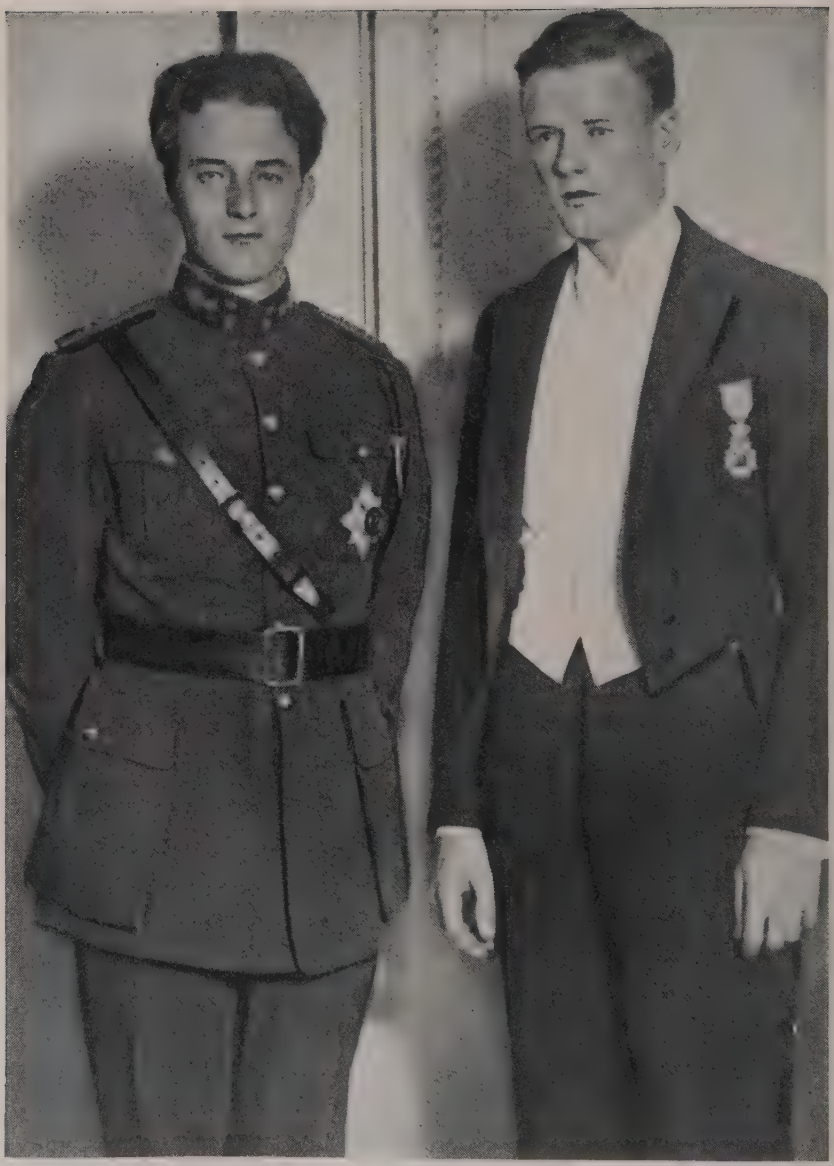
KING ALBERT HAD GIVEN ORDERS: "AT ALL COSTS LINDBERGH MUST COME OFF THE FIELD UNTOUCHED"

Prime Minister Jasper, coming forward at once, grasps his hand and exclaims: "I am happy and proud, my Captain, in the name of Belgium to extend to you our warmest felicitations for your great exploit, which not only draws nearer our two Continents, but the hearts of our people as well." Lindbergh thanks him cordially.

Photograph from Belgian Archives 137 © Wide World

HE PLACES WREATH ON TOMB OF BELGIUM'S UNKNOWN SOLDIER

Lindbergh's first official act on arrival was to place this tribute for America on the shrine so sacred to every Belgian. The Belgians stood at attention with hats off as the American boy performed this solemn ceremonial.



Photograph from Belgian Archives 138 © Wide World

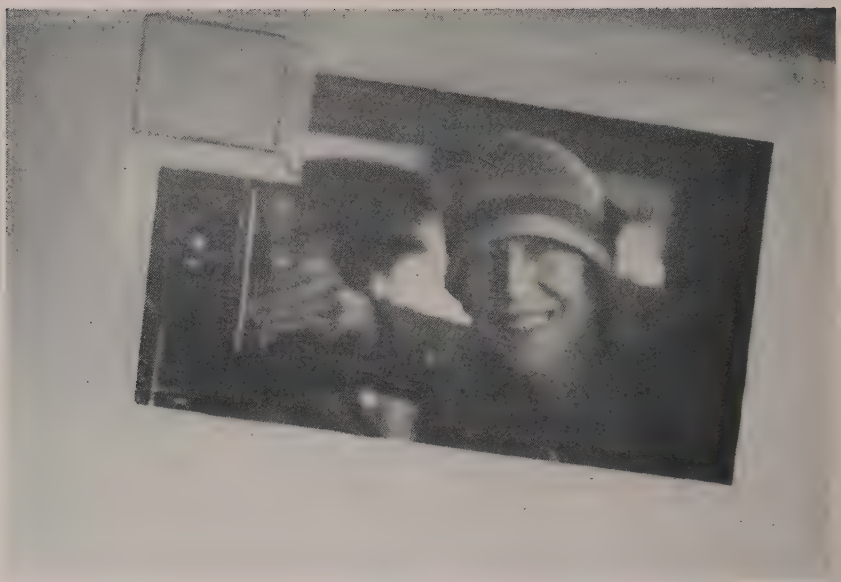
LINDBERGH AT THE PALACE OF THE KING OF BELGIUM

We here see him with Prince Leopold, Duke of Brabant, Heir to the throne, immediately after the reception at which King Albert decorated him (May 28, 1927) with the Order of Leopold (see page 27). Here Lindbergh met his first King.

Photograph in possession of King Albert 139 © Wide World

KING ALBERT AND QUEEN ELIZABETH INSPECT "SPIRIT OF ST. LOUIS"

This photograph officially taken as the King and Queen of Belgium with Lindbergh visit Evere Airdrome on tour of inspection. The Belgian monarchs are both experienced fliers, patrons of New Age of the Air. The King exhibited to his American guest latest types of Belgian planes and explained technical features.

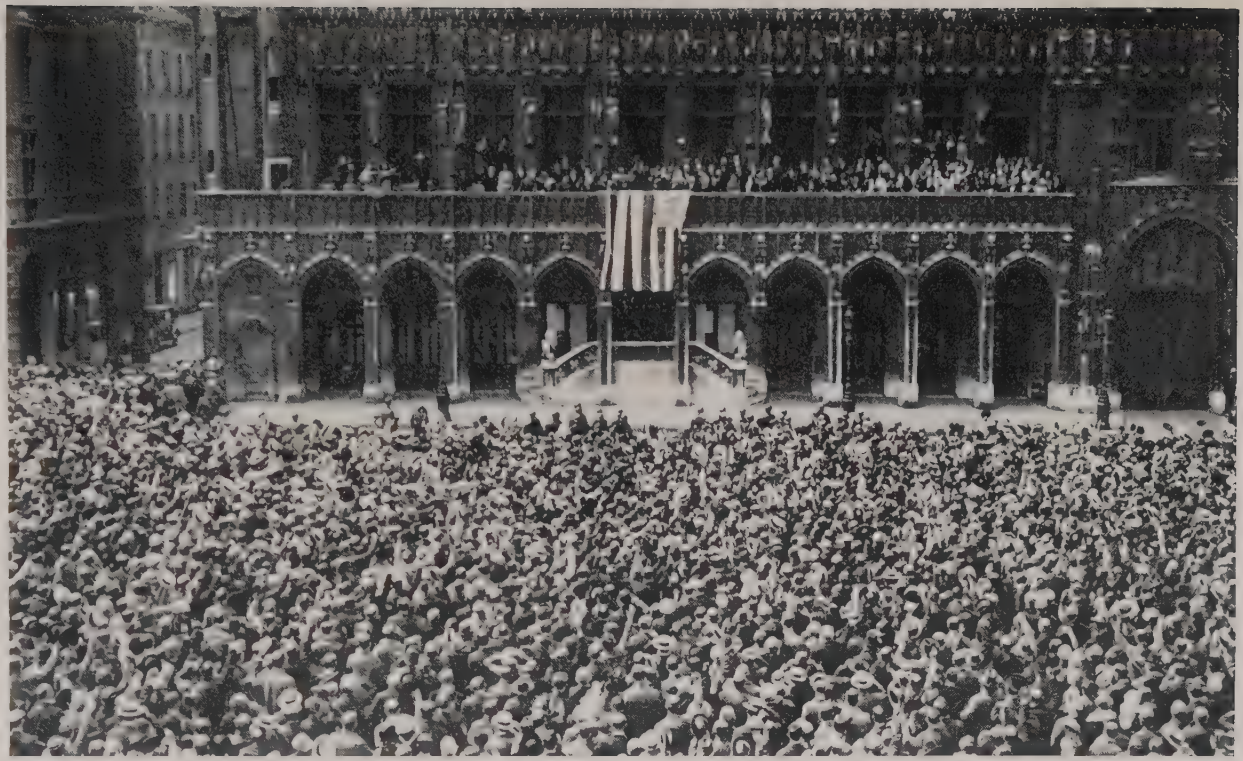


Photograph © Hersleven (Bruxelles) American rights Acme

QUEEN ELIZABETH OF BELGIUM IN "SPIRIT OF ST. LOUIS"

© Photograph Acme

RIDING WITH PREMIER JASPER THROUGH STREETS OF BELGIUM



Photograph © Pacific and Atlantic

THRONGS WAITING TO SEE LINDBERGH IN FRONT OF HOTEL DE VILLE (CITY HALL) IN BRUSSELS

This is historic scene on Last Day (May 29, 1927) of American "Air Ambassador's" visit to Belgium and the Belgian people.

Photograph from Belgian Archives 142 © Wide World

BURGOMASTER MAX PRESENTS GOLD MEDAL FOR CITY OF BRUSSELS

"In your glory there is glory for all men—a Victory of humanity." (May 29, 1927.)

Photograph in Archives of Burgomaster's Office 143 © Wide World

"AVIATION WILL BE ONE OF THE GREAT FORCES OF THE FUTURE"

Lindbergh's voice thrills multitude in Brussels as he pleads for Good-Will.

Photograph from Belgian Archives

© Acme

LAST FLIGHT OVER BELGIUM TO CROSS ENGLISH CHANNEL TO LONDON (MAY 29, 1927)

Lindbergh flies low above little rows of White Crosses and drops wreath in tribute to American soldiers who sleep in cemetery near Ghent.

145 Photograph © Central News (London) and Underwood

THE "FLYING AMERICAN" LANDS IN LONDON AFTER HIS FLIGHT ACROSS THE ENGLISH CHANNEL

He circles over Croydon Field, the "Grand Central Station" for British and Continental air traffic, Sunday afternoon (May 29, 1927).

Photographs © Sport & General (London)—American rights Acme

THE MOMENT HIS WHEELS TOUCH GROUND A TREMENDOUS CROWD RUSH FORWARD TO GREET HIM

THE SCENES AT CROYDON CREATE TUMULT AMONG THE BRITISH AS THEY DID WITH THE FRENCH

147 Photograph © Central News (London) and Underwood

LONDON "BOBBIES" PRESS BACK THE EXCITED CROWD TO ALLOW LINDBERGH TO PASS THROUGH

Officials of Royal Air Club dash up in motor car just in time to rescue him from enthusiasm of crowd (May 29, 1927). Even the American Ambassador Houghton and the British Secretary of Air, Sir Samuel Hoare, are swallowed up by the multitude.

148 Photograph © Sport & General (London) American rights Acme

"CHEERIO, OLD TOP! . . . A JOLLY GOOD JUMP, OLD CHAP!"

The English, famed for good sportsmanship the world over, give the "Smiling Yankee" a send-off that he will never forget—the din will remain in his ears forever. Old Anglo-Saxon blood is aroused to its highest pitch, not to be outdone by the volatile Latin temperament of the French, and London declares a holiday.

149 Photograph in Archives of the Royal Air Club

MORE THAN 150,000 ENGLISHMEN GREET LINDBERGH AT CROYDON

A Sunday afternoon scene (May 29, 1927) that set all London agog. So vast are the shouting throngs that the motor car of the Royal Air Club, in which Lindbergh is standing, cannot move on its way. Another huge crowd is waiting for him in front of the American Embassy. The British Empire hails the American lad as one of its own.

Photograph in Archives Royal Air Club

© Wide World

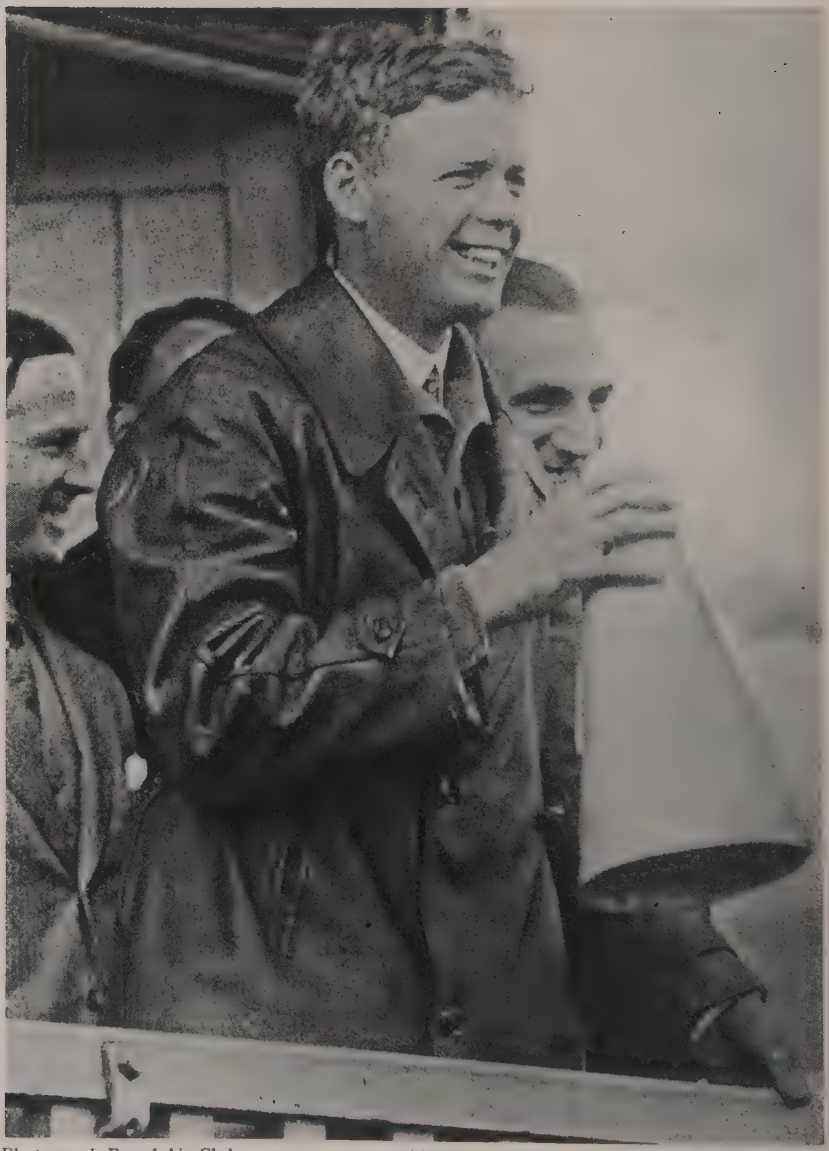
LINDBERGH CLIMBS THE LADDER AT THE CROYDON AERODROME AS A REFUGE FROM THE MASSES

The tumult on this Sunday afternoon (May 29, 1927) is as great as that when a warrior returns from his victories. Nothing like it has been seen since the close of the World War—as no foreign King or President has ever been hailed.

151 © Photos Acme

WOMEN AND CHILDREN RUSH TO SEE THE "NEW HERO," BREAKING DOWN ALL BARRIERS

"The Spirit of St. Louis" itself is given ovation of a winning horse in English Derby—to which Lindbergh is to be taken.



Photograph Royal Air Club 152 © Wide World

"SAFE AT LAST!" HE SMILINGLY FACES THE CHEERING ENGLISH

From balcony of Croydon Aerodrome, Lindbergh captures hearts of British with his simple geniality. This is the lad who has accepted the challenge of the Atlantic where all others have gone to their death, except those brave Englishmen, Alcock and Brown, first to cross in air non-stop Canada to Ireland (June 14, 1919) 15 hours; 57 minutes.

"HELLO, ENGLAND! AMERICA SENDS ITS BEST REGARDS!"

Photograph (above) © Central News (London) and Underwood

(Below) © Acme

"HELLO, AMERICAN! MOTHER ENGLAND IS PROUD OF ITS CHILDREN!"

Photograph Royal Air Club

© Collection of Brown Brothers, New York

"THE SPIRIT OF ST. LOUIS" SURROUNDED BY ADMIRING MASSES

As Lindbergh is hurried away to the American Embassy, the admiring English gather about the historic ship from American shores. It is guarded like a sacred shrine by the English police from the souvenir hunters.

155 Photograph © Central News (London)—Underwood

GREETING THE ENGLISH FROM STEPS OF THE AMERICAN EMBASSY

Last salutation on this Sunday holiday (May 29, 1927) as Lindbergh enters to dine with fellow-countrymen in London and "early to bed" to recover from first day's excitement on British soil—Ambassador Houghton, Lindbergh, Colonel Joyce, American attaché.

Photograph taken in American Embassy gardens 156 © Sport & General (London)—American rights Acme

AMERICAN MEMORIAL DAY IN LONDON (MAY 30, 1927)

Lindbergh is given luncheon at Embassy and meets many distinguished Government officials. He attends Memorial Day service at St. Margaret's Church, Westminster, at which England honors dead of our American Civil War, meeting veterans of many wars after ceremonies.

157 Photograph © Sport & General (London)—American rights Acme

MEMORIAL DAY PROCESSION TO WESTMINSTER ABBEY

Here Lindbergh places wreath on Unknown Soldier's Grave, Ambassador Houghton and Canon Woodman leading procession behind Stars and Stripes. Memorial Day night the British newspapermen give him a banquet in the Abraham Lincoln Room at the Savoy.

Photograph at Buckingham Palace Gates

© Sport & General (London)—American rights Acme

LINDBERGH GOES TO SEE KING GEORGE AT BUCKINGHAM PALACE (MAY 31, 1927)

The King personally presents him with the Royal Air Force Cross (see page 26). After a friendly chat, Lindbergh is presented to Queen Mary.

159 Photograph in Brown Brothers Collection

LEAVING BUCKINGHAM PALACE TO VISIT THE PRINCE OF WALES

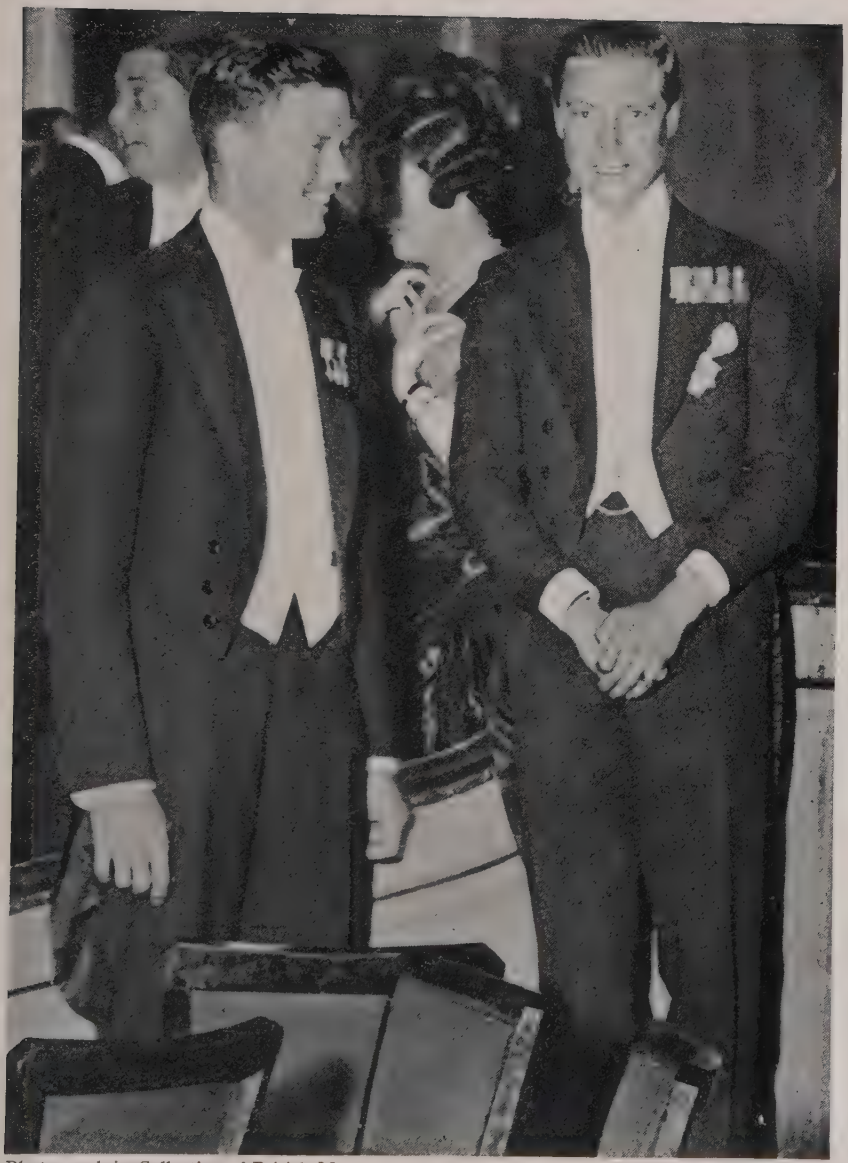
Lindbergh with Minister Sterling, First American Minister of the Irish Free State, as he goes to York House (May 31, 1927) to be received by Prince of Wales. "What are you going to do in the future?" inquired the Prince. "I am going to keep on flying," replied Lindbergh. (We see him with the Prince at Albert Hall, page 161.)

Photograph taken on Balcony of British Ministry

© Wide World

LINDBERGH WITH PRIME MINISTER BALDWIN AND MRS. BALDWIN AT NO. 10 DOWNING STREET

They are watching the ceremony of the trooping of the colors, "which epitomizes the dignity and the power of the British Empire" (May 31, 1927). He is given a luncheon by the British Air Council and awarded the *Daily Mail's* Aviation Cup.



Photograph in Collection of British Museum 161 © Wide World

TWO PRINCES—THE PRINCE OF WALES AND THE PRINCE OF THE AIR

Lindbergh arrives with Prince of Wales at famous Derby Eve Midnight Ball at Albert Hall (May 31, 1927) and the band strikes up "Yankee Doodle." That afternoon with Lord and Lady Astor he had tea at the House of Commons. He dined with the Royal Air Club at the Savoy and attended a Swedish Festival on this day.

Photograph at Epsom Downs 162 © Sport & General—American rights Acme

LINDBERGH SEES HIS FIRST ENGLISH DERBY, WITH 300,000 PEOPLE

Guest of Lord Lonsdale (June 1, 1927) in box surrounded by royalty. Last night in England's Capital banqueted by combined American societies of London. Leaves "Spirit of St. Louis" crated for return to America, flies to Paris on Air Mail—and leaves Cherbourg on *U.S. Cruiser Memphis* (June 4, 1927) HOMEWARD BOUND.

VII—HOME-COMING OF THE YOUNG CONQUEROR OF THE AIR

AN immature boy—transformed over night into a world figure—an Ambassador-without-Portfolio, as President Coolidge proclaimed him, was now to start on his journey home. Germany, Italy, the nations of Europe were urging him to continue his mission but the demand of the American people forced him to turn towards the home shores.

"My words to all those friends in Europe are inadequate," he says in his autobiography, "but my feelings of appreciation are boundless. . . The whole-hearted welcome to me—an American—touched me beyond any point that words can express."

The Government of the United States dispatched the cruiser *Memphis* to Cherbourg for his return journey to America. The official government photographic records taken on this voyage are here presented.

Bidding farewell to France, we see him as he leaves the French Government officials, and steps onto "American territory" aboard the *Memphis* (June 4, 1927); he salutes the American flag, and receives the ovation of the American officers and the crew. His days at sea were industriously consumed in ship inspections and the preparation of his data from the diary and maps which he most assiduously keeps, a methodical record of every movement that may be of scientific or historical value. It is from the notes of this diary that he transcribed his famous autobiography *We*.

Tumultuous as had been his receptions abroad, little did he realize what was to greet him on his arrival in America. The American people were stirred to the depth of their emotions. No event ever had gripped them with such overwhelming power. Every American city was waiting to greet him. A conqueror was "coming home!"

It is well to call attention at this time to Carlyle's declaration: "Hero-worship exists, has existed, and will forever exist, universally among Mankind." And we Americans are not immune.

164 © Official Naval Photograph—Acme

"ADIEU, BON CAMARADE, AMI A AMERIQUE!"—LAST SALUTE

French Officials bid Lindbergh "Farewell" at Cherbourg (June 4, 1927). The entire population is at the French port. An historic Plaque is unveiled at Gare Maritime commemorating first spot where he flew over French soil on his way to Paris.

Photograph French and American Naval Records 165 © Acme

LINDBERGH LOOKS BACK AT FRANCE FOR THE LAST TIME

Whistles in the harbor shriek their parting salute. The French crowds shout gallantly: "When are you coming back? We are your friends —come back!" On launch of Vice Admiral Burrage, carried to the cruiser *Memphis* in the harbor.

166 Photograph © Pacific and Atlantic (Europe)

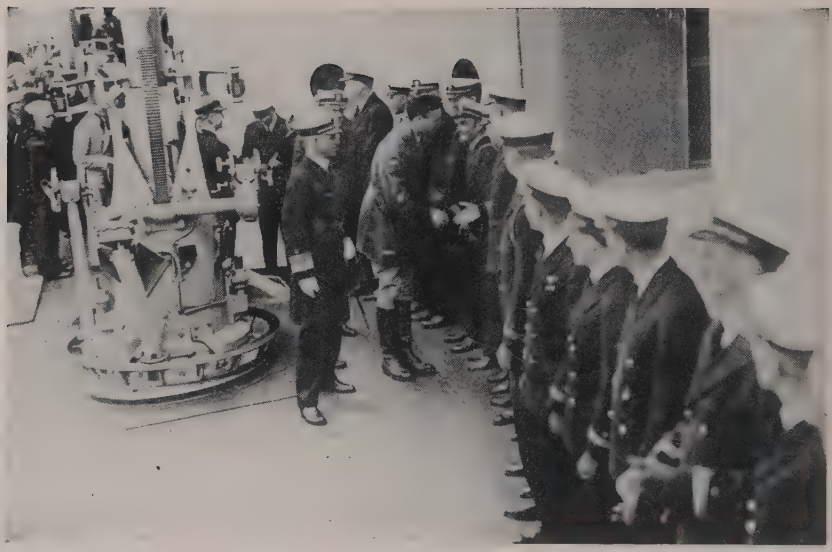
HE BOARDS AMERICAN CRUISER SENT BY PRESIDENT COOLIDGE

As guest of the American Nation, under The Stars and Stripes, this 25-year-old American boy starts "Homeward Bound" for America with plaudits of the Old World ringing in his ears—and plaudits of the New World soon to break upon him.

Deposited in Navy Department Records 167

ADMIRAL'S SALUTE FROM OFFICERS AND CREW TO LINDBERGH

On this memorable day (June 4, 1927) when Lindbergh is just starting back to American shores, his comrade Chamberlin (with Levine) from Roosevelt Field, is over Atlantic on first flight from America to Germany, 3,905 miles in 43 hours.



© Photo Acme

LINDBERGH SHAKING HANDS WITH OFFICERS OF THE *MEMPHIS*

President's Salute by Vice Admiral Burrage, Commander Bagley and line.

© Photo P. & A.

SEVEN DAYS AT SEA—EN ROUTE FROM EUROPE TO AMERICA

Lindbergh inspects guns—takes active interest in life and duties in Navy.

© P. & A.

ON THE BRIDGE OF THE *MEMPHIS* WITH CAPTAIN LACKEY

Convoyed up Chesapeake Bay by four destroyers, forty airplanes, two blimps.

© Acme

"SPIRIT OF ST. LOUIS" ABOARD *MEMPHIS* ON WAY HOME

Historic plane protected from elements on its way to Eternal Fame and Glory.

170 © Photo P. & A.

HOME AGAIN!

(Noon Saturday, June 11, 1927). The tumult begins— the air is rent with guns as he steps foot on American soil—guns and batteries roar from ships and shore—President's salute—Admiral's salute—whirr of airplanes overhead—giant dirigible "Los Angeles"—church bells—fire sirens factory whistles—all in pandemonium.

Photo © International

Gates to the National Capital along the Potomac never before witnessed such an ovation. A Conqueror is coming Home! Stern-faced on *Memphis* stand Lt. Com. Love—Com. Bagley—Lindbergh—Vice Admiral Burrage—Lt. Com. Macomb.

© P. & A.

Cabinet Officers and high officials cheer Lindbergh as he steps on American soil—Secretary of Navy Wilbur—Secretary of War Davis—Postmaster-General New—former Secretary of State Hughes—Admiral Eberle—Major-General Patrick—Rear Admiral Moffett.

Photograph while leaving *Memphis* in motor car 172 © Pacific and Atlantic

FIRST TO WELCOME HIM "HOME AGAIN"—HIS MOTHER

Gangplank of the *Memphis* touches port, Admiral Burrage comes down, greets a lady, and returns with her on his arm. It is Mrs. Evangeline Lindbergh. Mother and son meet—and disappear into stateroom—to be alone a few minutes together.

VIII—NATION'S CAPITAL GREETS ITS HONORED SON

WASHINGTON has witnessed many historic scenes; armies returning from wars, victorious; naval heroes in marches of triumph, colors flying, bands playing martial anthems, clanking cavalry and brilliant uniforms; inaugural processions of Presidents and tributes to foreign celebrities.

But never has a youth, a private citizen, met with such spontaneous demonstration from the hearts of the people as at the Nation's Capital (June 11, 1927). Official business was suspended; homes and official residences were thrown open in hospitality; cabinet members, statesmen, jurists, foreign ambassadors, and distinguished personages greeted the young American, now the first citizen of his country.

The American cruiser steamed up the historic Potomac under the salute of the guns from land and shore, with aircraft whirring overhead in perfect formation—in salutation to its returning comrade of the air.

The historic events, with facts and data, are here recorded in photographic evidence. Original prints are in the Government archives. Here we see Lindbergh on his arrival in Washington; at the White House with President Coolidge; at the National Capitol. Decorations are being conferred upon him by Government and national institutions; the procession is moving up Pennsylvania Avenue; memorable scenes are being enacted at Washington Monument and at Arlington.

We see Lindbergh as he speaks for the first time over the radio to more than 25,000,000 fellow-countrymen in every village, town and city in America, waiting to hear his voice. In him, as in Lincoln, they embodied their own hopes and aspirations and felt the common bond of affection for one of their own who had risen from the ranks of the common people.

It is the simplicity of the lad, even to the point of humility in the face of overwhelming popular acclaim, that has won the heart of the world; this is the chief characteristic of all true greatness.

174

HISTORIC PROCESSION THROUGH WASHINGTON AS NATION'S CAPITAL HAILS ITS NEW HERO

Photographs © Pacific and Atlantic Collection (Washington)

HERE FOR FIRST TIME LINDBERGH REALIZES THE TRUE SPIRIT OF THE AMERICAN PEOPLE

Masses of cheering Americans line Avenue—His motor car is led by clattering cavalry—fluttering flags—soldiers and sailors—and blare of bands—rising in crescendo with chorus of throngs as procession moves toward Washington Monument. (June 11, 1927.)

176 Composite Photograph—Pacific and Atlantic (Washington) and Acme

LINDBERGH WITH MOTHER IN WHITE HOUSE CAR BEARING NATIONAL SEAL

Masses of cheering humanity line procession to Washington Monument. Hon. John Hays Hammond, chairman of the President's Reception Committee, sits with Lieutenant Francis Grayling, military aid to President Coolidge, in Official Motor Car.

Photograph in Government Archives

© Wide World

MORE THAN 250,000 PEOPLE GREET HIM AT WASHINGTON MONUMENT

President Coolidge waits for applause to be stilled. Near him is Mrs. Coolidge with Mrs. Lindbergh, surrounded by Government Officials, Ambassadors and Diplomatic Corps of all nations, with their wives and daughters.

Official Photograph in © Acme Collection (Washington)

PRESIDENT COOLIDGE DECORATES LINDBERGH WITH DISTINGUISHED FLYING CROSS (JUNE 11, 1927)

He grasps his hand cordially after delivering historic address (see page 17). Photograph of Medal (page 37). Crowds cheer wildly.

179

Official Photograph in © International Collection

LINDBERGH SPEAKS FOR FIRST TIME IN AMERICA IN ACCEPTING HONOR FROM THE PRESIDENT

At Washington Monument (June 11, 1927). "I . . . bring a message home to you . . . the affection of the people of France and of Europe for the people of America." The simple message of the "Ambassador Extraordinary."

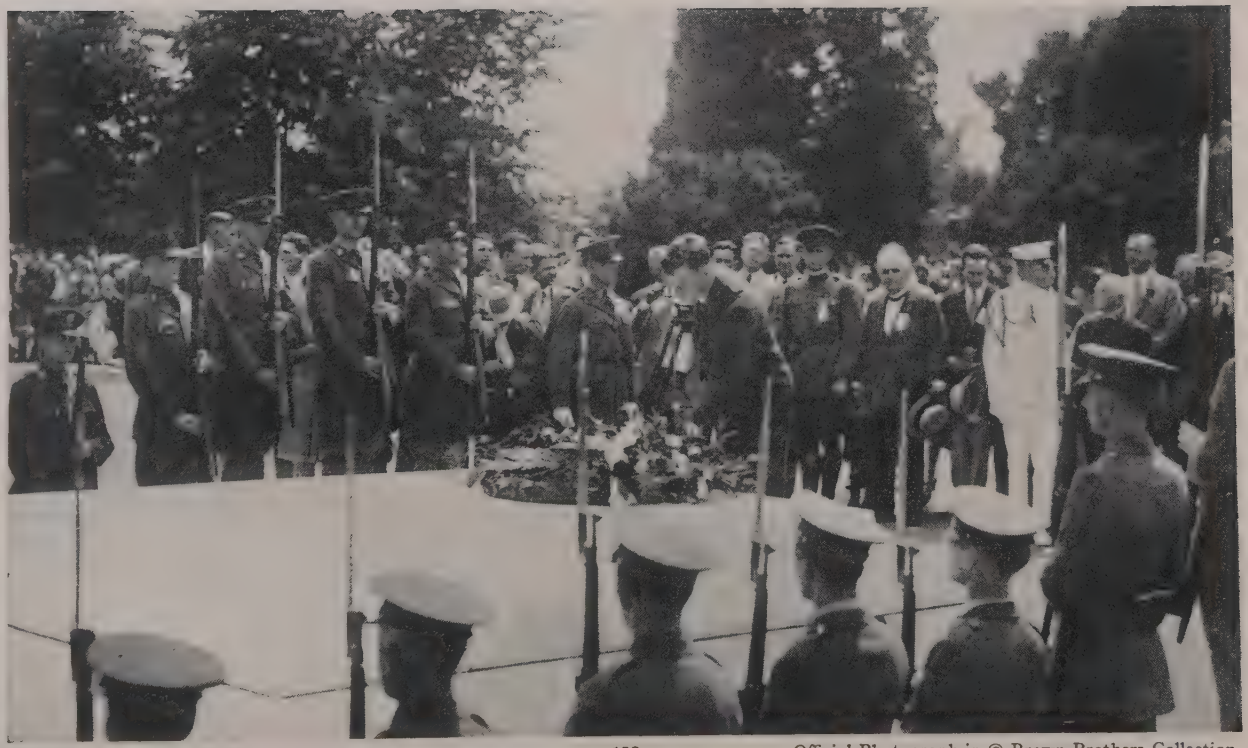
180 Official Photograph in © Acme Collection

HIS VOICE HEARD FOR FIRST TIME OVER RADIO THROUGHOUT AMERICA
Nearly 25,000,000 people hear words as simple as Lincoln's Gettysburg Speech.

181 Official Photograph in © Wide World Collection

LINDBERGH ACKNOWLEDGES CHEERS FROM PRESIDENT'S DOOR

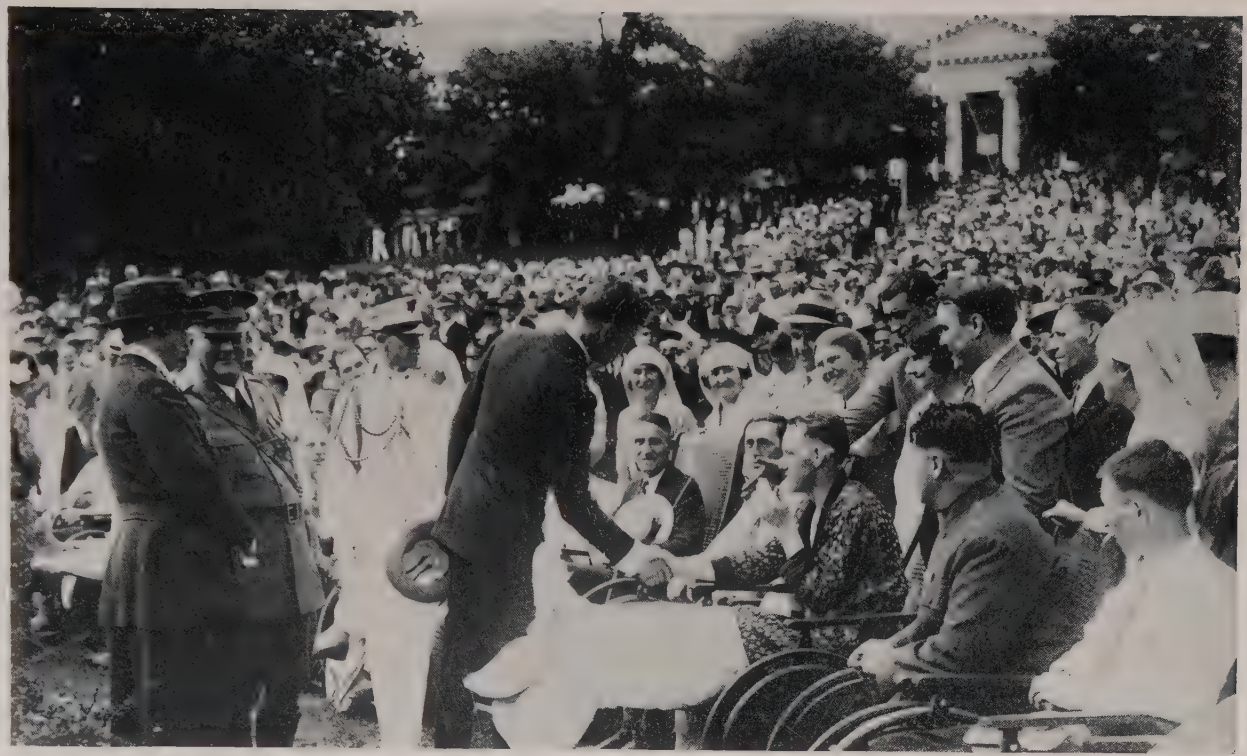
At temporary White House in Dupont Circle (June 11, 1927) President and Mrs. Coolidge dine him with Cabinet Members and wives. He attends first public appearance "under roof" in America at National Press Club dinner at Washington Auditorium.



182 Official Photograph in © Brown Brothers Collection

LINDBERGH GOES TO ARLINGTON CEMETERY AND PLACES WREATH ON TOMB OF UNKNOWN SOLDIER

Sunday (June 12, 1927) he attends Church with President and Mrs. Coolidge and accompanies his mother to great national amphitheatre at Arlington. On night before, he was informed of award of famous Langley Medal (pages 30–42).



183 Official Photograph in © International Collection

LINDBERGH VISITS WOUNDED SOLDIERS OF WORLD WAR AT WALTER REID HOSPITAL

Aftermath of World War—ten years after Armistice (June 12, 1927). There were 4,355,000 Americans engaged in World War: 350,300 casualties. More than 26,000 wounded soldiers are still confined in our Government hospitals.

184 © Photograph Archives U. S. Flag Association and Henry Miller

CELEBRATION IN HONOR 150TH ANNIVERSARY OF AMERICAN FLAG

Ceremonies on steps of the National Capitol (Sunday, June 12, 1927). Former Secretary of State Charles Evans Hughes decorates Lindbergh with the Cross of Honor.

185 © Photograph U. S. Flag Association and Wide World

HON. CHARLES EVANS HUGHES HAILS "AMERICAN YOUTH"

America's great jurist on the World Court presents Lindbergh to Washington assemblage as the personification of "American courage," on Sunday (June 12, 1927).

Photograph in Archives Minnesota Society 186 © Underwood

SECRETARY OF STATE KELLOGG GREETS LINDBERCH

Presents him with Memorial Volume consisting of Diplomatic Exchanges from Foreign Countries (National Press Club) and greets him at Fellow Minnesotans banquet at Willard Hotel.

187 Photograph © Pacific and Atlantic (Washington)

FIRST PHOTOGRAPH OF HISTORIC PLANE AFTER ITS RETURN TO AMERICA

Crowds gaze at celebrated ship in admiration. Moffett children, Beverly and Charlie, inspect it with awe and reverence.

188 © Photograph in Collection of Henry Miller (Washington)

LINDBERGH AND HIS MOTHER THANK WASHINGTON FOR ITS HONORS

Here we see them expressing their gratitude to John Hays Hammond, world famous scientist, chairman of the President's Reception Committee (June 12, 1927). In the morning (June 13) Lindbergh goes on his triumphal entrance into New York.

IX—MARCH OF TRIUMPH THROUGH STREETS OF NEW YORK

A ROMAN holiday at the Circus Maximus in the days of Nero, with all the glamour and panoply of cumulative centuries to embellish it, never witnessed such overwhelming scenes as met the eyes of Lindbergh on the Monday morning of June 13, 1927, when he entered the gateways of New York.

The Statue of Liberty, presented to America by France, glistening in the sunlight of that perfect June morning; sirens and throttles of half a thousand vessels shrieking in mad joy, the roar and throb of planes overhead, as the young Victor, a bare-headed boy atop the pilot house of the *Macom*, rode up the harbor to meet the millions waiting to hail him.

The cavalcade through the canyons of towering structures along lower Broadway, with the deafening roar of the masses of inspired humanity, passed the modern Towers of Babel. From the heights of huge buildings, monuments to the constructive genius of men, storms of confetti floated down like snow-driven blizzards from the exultant multitude that crowded the myriad windows and the tops of the buildings.

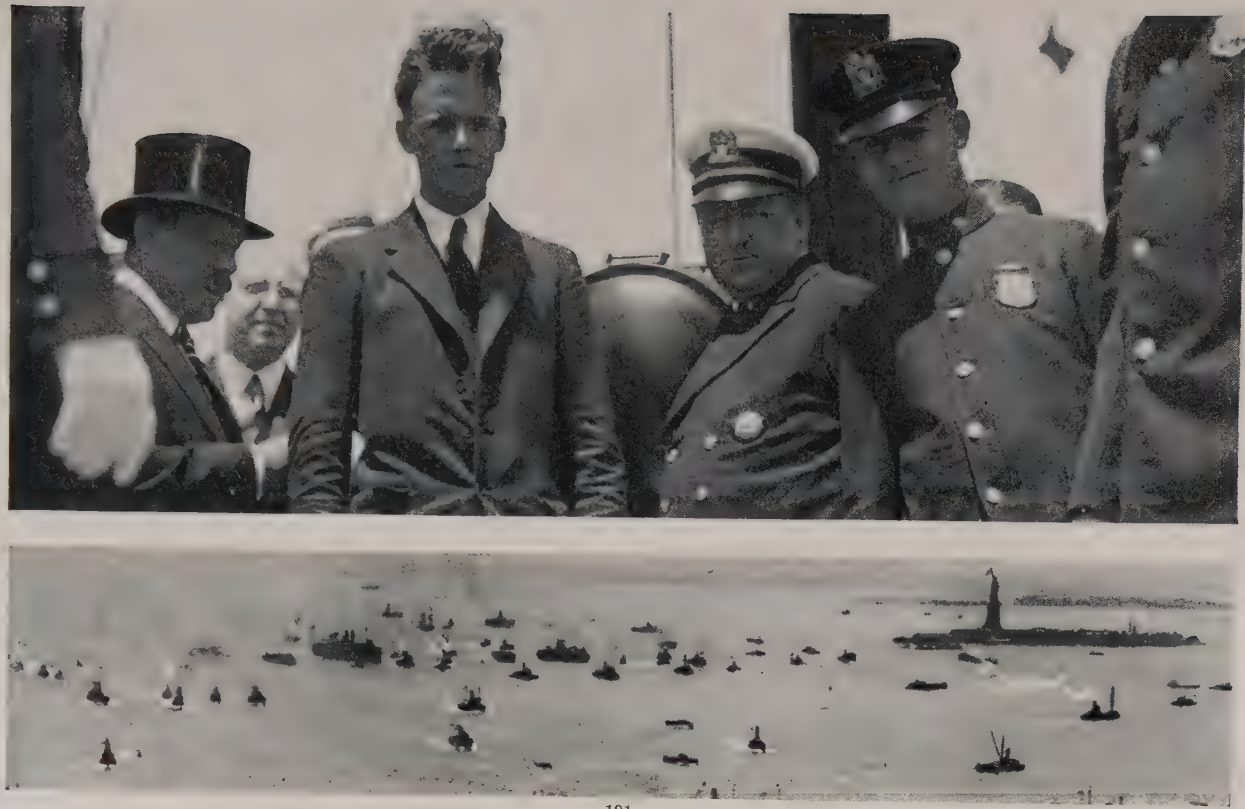
Through this maelstrom, rode a silent figure sitting on the rear of the tonneau, half standing, with hair unkempt, his eyes set straight ahead, unable to comprehend its meaning. The spectacle at City Hall where he received the keys to the city; the scenes at the Eternal Light where he placed a wreath; the procession through miles and millions of shouting humanity along Fifth Avenue and on into Central Park are all recorded in these photographs which preserve these momentous events, the psychology of which must be interpreted by future historians.

As Lindbergh himself said: "It was Paris and Brussels and London all in one." For when America's mightiest city celebrates, it is the heart-throb of all the races and peoples of the earth in one grand outburst of human fellowship."

© Photograph in the International Collection

WHISTLES SHRIEK IN TUMULTUOUS GREETING IN NEW YORK HARBOR AS LINDBERGH ARRIVES

Famous flier arrives at Mitchel Field by air from Washington at noon (June 13, 1927). Met in lower harbor of World's Great Metropolis, he boards the *Macom*, and starts on triumphant marine journey to the Battery.



191

© Photos Acme

LINDBERGH VIEWS AMAZING SCENE BEFORE HIM FROM BRIDGE OF *MACOM*—WITH GROVER WHALEN

Photograph in Records City of New York 192 © Acme

"HAIL! THE CONQUERING HERO COMES!"—LINDBERGH STARTS ON GREATEST OVATION IN HISTORY

More than 4,500,000 people line streets of New York as he starts from Battery on Triumphal March greater than ever seen in Ancient Rome with the Caesars. A day never to be forgotten in annals of America's greatest city (June 13, 1927).

193 © Photograph in Collection of Brown Brothers

COMING HOME FROM HIS CONQUEST OF EUROPE—THE SCENES OF A "ROMAN HOLIDAY"

Seated on back of tonneau in Mayor's Official Car in New York, gravely he witnesses the demonstration before him. (June 13, 1927).

194 © Photograph in the Acme Collection

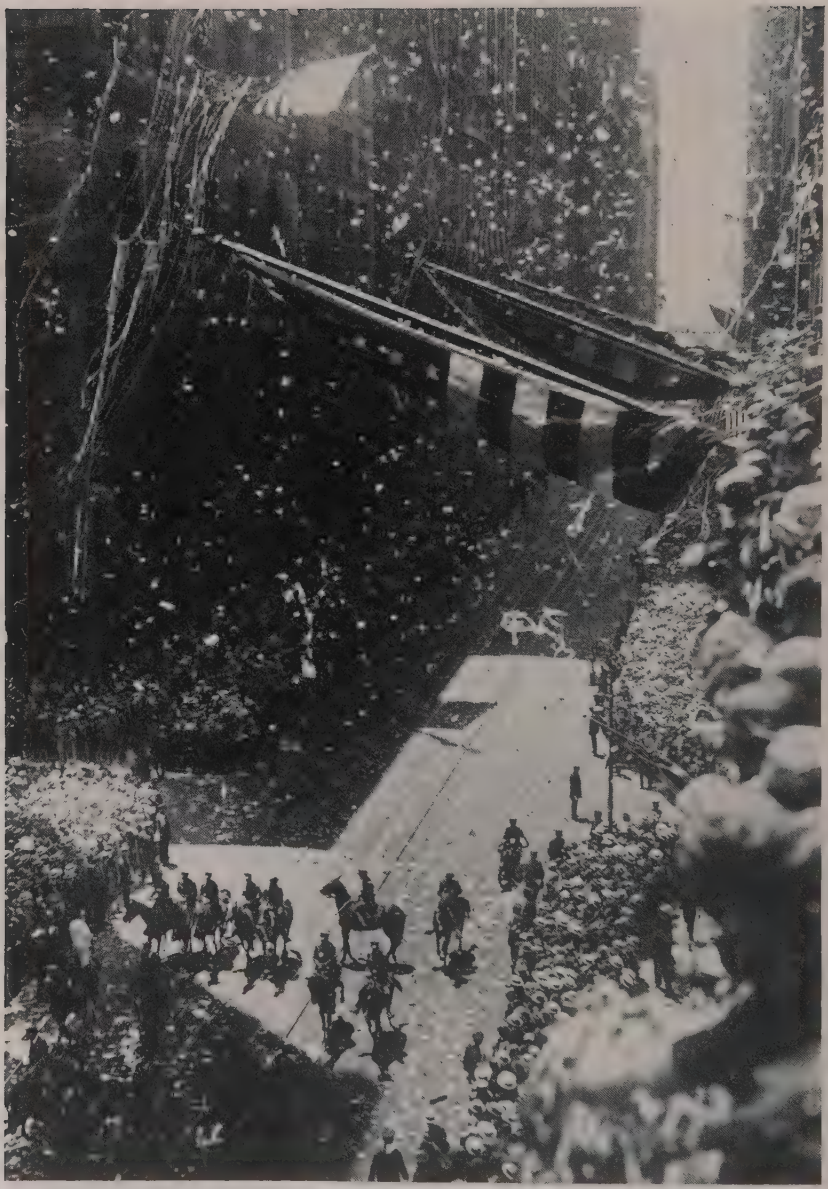
CAVALCADE MOVES UP BROADWAY ON THE WAY TO CITY HALL

The roar of the crowds on the streets—the tumult of sirens—the air filled with whirring planes in tribute to their "buddy." Bands playing—flags waving—mounted police guarding line of march, such are the scenes that even surpass the demonstration of Armistice Day.

195 © Photograph in the Underwood Collection

BLIZZARD OF CONFETTI RAINS ON THE RETURNING HERO

"Snow Storm" of glittering paper in radiant sunlight on this perfect June Day (1927) falls from the myriad windows and heights of New York's giant skyscrapers as Lindbergh, bare-headed boy, rides through the blizzard which falls on his shoulders as petals of flowers and laurel wreaths strewed way of Ancient Emperors.



196 © Photograph in the International Collection

RIDING THROUGH THE GIGANTIC CANYONS OF OLD BROADWAY

Passing historic Trinity Church and Wall Street, financial center of America, the cavalcade moves through solid masses of humanity.

197 © Photograph in the Acme Collection

UNDER THE FLAG OF HIS COUNTRY—A NEW YORK MARDI GRAS

A float with miniatures of the Statue of Liberty and Eiffel Tower (New York and Paris) with replica of "The Spirit of St. Louis" in historic ovation (June 13, 1927).

198 © Photograph in International Collection

MOUNTED POLICE GUARDING LINDBERGH FROM SWAYING CROWDS

Women weep and throw kisses—children leap in joy at sight of "Lindy"—men shout themselves hoarse—From a roaring plane the words "Hail Lindy" are written in smoke across the blue skies on this memorable Monday afternoon (June 13, 1927).

© Photograph Underwood

NEW YORK'S FAMOUS OLD 7TH REGIMENT (NOW 107TH) AT CITY HALL

The Lindbergh March of Victory reaches City Hall and passes reviewing stands. Municipal Officials and First Citizens of New York stand at attention as the "Conqueror of the Atlantic" comes into City Hall Park.

© Photograph Acme

HE LEAVES BROADWAY STREWN WITH TONS OF CONFETTI

Behind his procession the "White Caps" sweep up the millions of glistening paper flakes into huge "snow drifts" on this hot June day to be carried away in truck loads to avoid conflagration.

© Photograph in the Underwood Collection

NEW YORK'S HISTORIC CITY HALL ALIVE WITH AMERICAN AND FRENCH FLAGS GREETS LINDBERGH

Mayor James J. Walker, "son of an immigrant," Chief Magistrate of "World's Greatest City," welcomes "World's Greatest Hero," another "son of an immigrant," at Gateway to America, "through which the peoples of earth have come in search for liberty and freedom."

Official Photograph in Records, City of New York

© Wide World

MAYOR WALKER PINS MEDAL ON LINDBERGH AND GIVES HIM KEYS TO THE CITY (JUNE 13, 1927)

"I don't give it to you—you won it!" he declares. "You can hear the heart-beats of six millions of people that live in this City of New York . . . and the peoples who have come here from the forty-eight States and from every country of the world."

© Acme

HE STOPS TO LAY WREATH AT ETERNAL LIGHT IN MADISON SQUARE

Lindbergh leaves his Triumphal Procession up Fifth Avenue to place floral tribute in memory of New York's soldiers and sailors who died in World War.

© Wide World

IMPRESSIVE CEREMONY AT BASE OF THE WORLD WAR MONUMENT

Lindbergh parade halts reverently at tall shaft with its crystal star of perpetual light, in honor of the boys who gave their lives to their country.

203 Photograph © Pacific and Atlantic (New York)

SCHOOL CHILDREN ACCLAIM "LINDY" PASSING UP FIFTH AVENUE

Scene at Public Library as Holiday throng from New York's "Million Children in Public Schools" yell wildly at their "Boy Hero." He stops at St. Patrick's Cathedral to greet Cardinal Hayes and passes through Plaza into Central Park.

204 © Photograph in Wide World Collection

OVER 300,000 PEOPLE MASS IN CENTRAL PARK AS FIVE-HOUR LINDBERGH PROCESSION MOVES ON

Thousands have waited since 8 o'clock in the morning to catch a glimpse of the passing boy who has won the "Heart of the World."

Photograph in New York State Archives

© Acme

GOVERNOR ALFRED E. SMITH DECORATES LINDBERGH WITH MEDAL OF HONOR FROM STATE OF NEW YORK

Ceremonies take place before huge throng in Central Park at five o'clock (June 13, 1927) after five hours of continuous demonstration through streets of New York. Recorded as greatest ovation in the history of the world—not of pomp and panoply but out of the common heart of a great democracy, "the common people God must love," as Lincoln said, "because he made so many of them."

© Wide World

LINDBERGH SPEAKS TO MASSES—FINAL TRIBUTE IN CENTRAL PARK

He then takes refuge in private apartment with his mother and attends dinner at Mackay Estate on Long Island where he meets distinguished New Yorkers.

© International

WAITING ON TOP OF STREET CARS FOR GLIMPSE OF "LINDY"

On second day of celebration (June 14, 1927) City of New York gives Lindbergh dinner at Hotel Commodore—4,000 guests—tribute by Hon. Charles Evans Hughes.

© Acme

FOUR AMAZING DAYS GREET LINDBERGH IN CITY OF NEW YORK

Police hold back throngs as Lindbergh goes to great luncheon of Merchant's Association and banquet of Aeronautical Chamber of Commerce at Waldorf.

© International

LINDBERGH'S MOTHER AS SHE VIEWS DEMONSTRATIONS IN NEW YORK

Every night there is a banquet attended by thousands—and at every banquet Lindbergh speaks. Hughes calls him: "A Young American at his best."

Photograph in possession of Orteig Trustees

© Wide World

LINDBERGH RECEIVES $25,000 ORTEIG PRIZE AND MEDAL FOR FIRST FLIGHT NEW YORK TO PARIS

Ceremonies take place (June 16, 1927) at Hotel Brevoort, New York. Raymond Orteig, donor, faces Lindbergh (profile) while Colonel Walter Scott, representing Orteig Prize Trustees, pins decoration on American winner in presence of Committee.

New York, June 17th, 1927
Bryant Park Bank
Pay to the Order of Charles A. Lindbergh
Twenty-five Thousand No/100 Dollars
Payable in funds current at New York Clearing House
$25,000. No/100
Raymond Orteig

Photograph in Orteig Collection

© Wide World

ORIGINAL CHEQUE FOR $25,000 PRESENTED TO LINDBERGH BY RAYMOND ORTEIG OF NEW YORK AND PARIS

His Last Day in New York is crowded with events (June 16, 1927): Wednesday night he attends dinner on Rodman Wanamaker's yacht, a special performance of light opera, a charity benefit at a theater; escapes through back door at 1:30 A.M., hurries to Mitchell Field in evening clothes, borrows helmet and hops off for Washington at 3:05 in the morning—and is back in New York by 7:30 with the "Spirit of St. Louis." Up all night, he hurries to Brooklyn Thursday morning to greet a Million People in rousing public reception, attends a large reception and tea at Hotel Brevoort where $25,000 Orteig Cheque is awarded to him, and at night speaks with Charles M. Schwab at a massed Aviation Banquet with many of the leading pilots of the world.

Photo © Underwood

LINDBERGH BOWS IN GRATITUDE TO NEW YORK'S HOSPITALITY

Grover Whalen, Chairman of Distinguished Visitor's Reception Committee, conveys him through to the end of the four days of continuous celebrations.

© Acme

FRIDAY (JUNE 17, 1927) HE "HOPS OFF" FOR ST. LOUIS

At 8:15 A.M. Lindbergh in "Spirit of St. Louis," flies over New York on journey to the "Home City" which is waiting to honor its celebrated Air Mail Pilot.

X—AMERICAN CITIES WELCOME 20TH CENTURY VIKING

THE ancient seers among their wisdom sayings give this definition of genius: Three things are necessary—the gift of the gods, the labor of a life-time, and events to suit. Man makes the event—and the event makes the man.

Today, we find these truths exemplified in Lindbergh. The blood which he inherited was rich in traditions of dauntless Viking explorers and hardy Scandinavian pioneers. His entire life-time, brief though it was, had centered on one idea and ambition.

Yet, these two elements alone would not have been sufficient to have lifted him to his present world eminence. These two elements he shared with hundreds of thousands of other American boys with similar background and fibre.

It was the last element—the "events to suit"—that completes the Lindbergh cycle and gives the answer to the Lindbergh enigma. It was the psychological moment, as Ambassador Herrick said; and Lindbergh saw it and took advantage of it. Of these facts he never can be divested. The rise and fall of human emotions in mass psychology never can alter the historical position of Lindbergh.

This same analysis applies to his great good fortune in finding himself under the guidance of the masterly statesmanship of Ambassador Herrick, who, finding the "man and the moment," created a master-stroke in world diplomacy. He lighted an inextinguishable flame in the consciousness and conscience of humanity, appealing to the highest ideals of the human race.

We now see the 20th Century Viking as he returns to St. Louis (June 17, 1927), the city after which his epoch-making ship of the air was named, "The Spirit of St. Louis," and witness the events that now transpired.

Founded by French explorers, and bearing one of the most illustrious names in the history of France, is it more than a coincidence that this American city should be the cradle of this Great Adventure?

212 © Acme

"SPIRIT OF ST. LOUIS" ON AIR LANES WITH CONVOY FROM NEW YORK TO CITY OF ST. LOUIS

(Friday, June 17, 1927). He passes over Paterson paying tribute to Wright plant where Whirlwind Motor was built which took him across Atlantic. At Dayton joined by escort of thirty fast Army planes from historic Orville and Wilbur Wright hangars.

213

© P. & A. Photo

PHOTOGRAPH BY TELEPHONE AS "LINDY" LANDS AT ST. LOUIS—9 HOURS, 19 MINUTES FROM NEW YORK

Circles over Mississippi River City at 5 P.M. (June 17, 1927). Streets and house tops massed with people as he lands at Lambert Field. With cordon of police to protect him, he escapes to house of friend for the night.

Official Photograph from St. Louis 214 © Acme

LINDBERGH WITH MAYOR MILLER FACES JUBILANT ST. LOUISANS

Note tired expression on Lindbergh's face as he greets throngs in "Welcome Home" to St. Louis (Saturday, June 18, 1927). Mayor Victor J. Miller stands beside him.

215 © Official Photograph from Acme Collection

STANDS IN FLOWER DECKED CAR THROUGH STREETS OF ST. LOUIS

He rides down eight miles of exultant humanity as his fellow-townsmen pay homage with a fervor equalling that of New York, claiming "Our Lindy" as their own.

216 © Official Photograph from Wide World Collection

HUGE CIVIC PARADE OF THE STAUNCHLY LOYAL MISSOURIANS

From every town in Missouri and along the Mississippi River, they gather at the "Hub of the Continent" where the Middle Westerners show their true spirit.

217 © Official Photograph from Wide World Collection

ST. LOUIS—THE CITY THAT STOOD BACK OF THE GREAT ADVENTURE

Proud of the historic fact that "far-sighted men from St. Louis" had joined Lindbergh in his Epochal Achievement the day (June 18, 1927) is made memorable.

© International

BOY SCOUTS AND SOLDIERS FORM GUARD TO LEAD ST. LOUIS PROCESSION

Carnival balloons fill the air, as the Mail flier is hailed by his "buddies," the American Eagles of Uncle Sam's Air Mail.

© Acme

ALL AMERICA NOW WAITS FOR HIS VOICE OVER THE RADIO

More than 2,000,000 letters and several hundred thousand telegrams have come to him at this time and continue to deluge him for the months to follow.

219 © Photograph International Newsreel

LINDBERGH WITH HIS MOTHER AND THE MAYOR OF ST. LOUIS

Secretary of War, Dwight F. Davis (facing Lindbergh at extreme right), a Missourian himself, has come "Home" from Washington again to greet his friend.

220 © Photograph International Newsreel (Exhibited in Motion Pictures throughout the World)

TREMENDOUS THRONGS CHEERING LINDBERGH IN FOREST PARK, WORLD'S FAIR GROUND, IN ST. LOUIS (Sunday, June 19, 1921). He is awarded Commission of Colonel in the Army by Secretary of War Davis as crowds mass in front of Art Museum.

Official Photograph Archives City of St. Louis

© Acme

LINDBERGH PLACES WREATH ON STATUE OF ST. LOUIS—A BOND OF FRIENDSHIP WITH FRANCE

The historic City founded by French explorers strengthens the bond between America and the French Republic that honored Lindbergh.

222 © Photograph by Pacific and Atlantic (St. Louis)

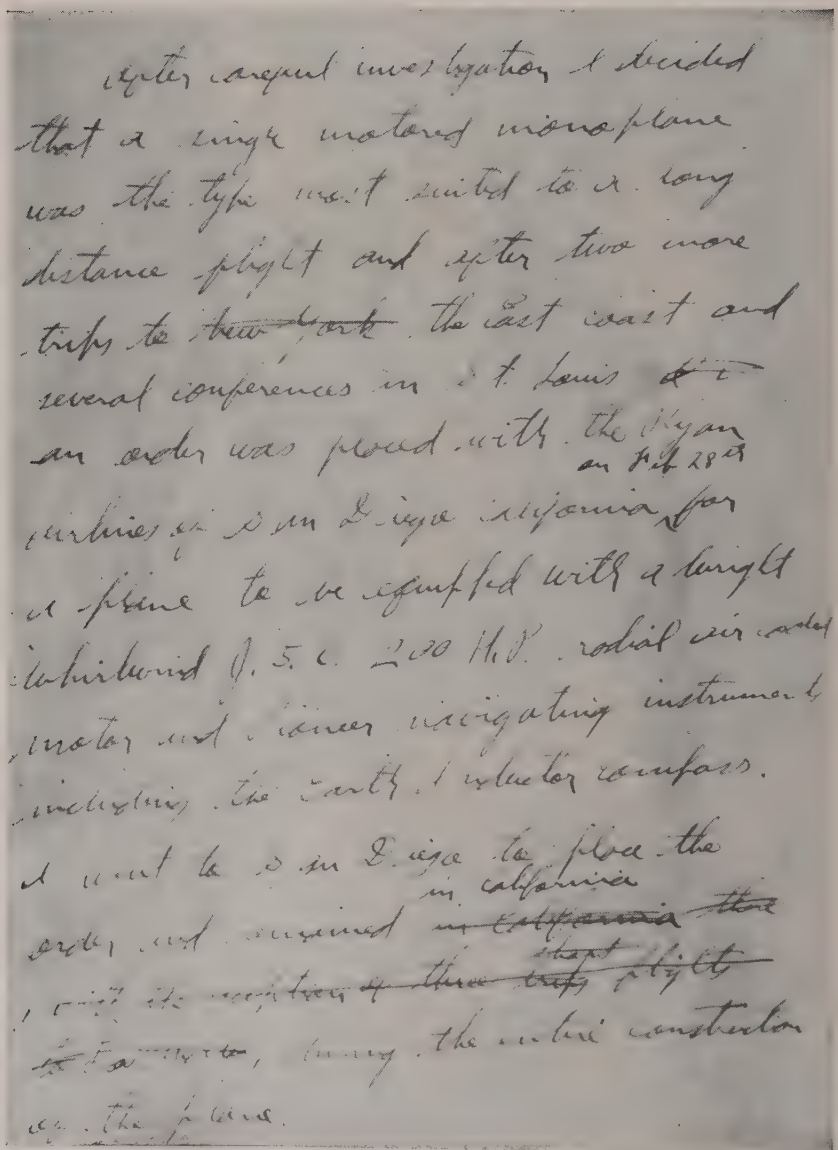
VAST EMPIRE OF THE WEST CEDED BY NAPOLEON TO UNITED STATES

Lindbergh laying garland on monument commemorating the great Louisiana Purchase (1804) when a Dominion greater than that of France, Germany, Italy, England, Ireland, Scotland, Austria, Greece, Sweden (all combined), was added to United States.

223 © Photograph in Acme Collection

LINDBERGH'S FAREWELL TO ST. LOUIS—HIS EXHIBITION FLIGHT

Over the Historic World's Fair Grounds (Sunday, June 19, 1927) he thrills the Missourians—a happy surprise to those arranging the events in his honor.



after carefull investigation I decided that a single motored monoplane was the type most suited to a long distance flight and after two more trips to ~~New York~~ the East coast and several conferences in St Louis ~~&c~~ an order was placed with the Ryan airlines in San Diego California for a plane to be equipped with a Wright Whirlwind J. 5. C. 200 H.P. radial air cooled motor and other navigating instruments including the Earth Inductor compass.

I went to San Diego to place the order and remained in California ~~the~~ while it was being ~~built~~ three ~~days~~ ~~flight~~ ~~tests~~ ~~&~~ tests, during the entire construction of the plane.

Photograph of Original Manuscript—G. P. Putnam's Sons 224 Underwood

LINDBERGH WRITES HIS FAMOUS AUTOBIOGRAPHY "WE"

During these stirring events this "young man of action" finds time to write the story of his life for the American people (published by G. P. Putnam's Sons, New York and London). This page in his handwriting is from the Original Manuscript.

225 © Photograph from Pacific and Atlantic (Canada)

CANADA NOW GREETS THE WORLD'S "AMBASSADOR OF GOOD-WILL"

Lindbergh accepts invitation as honored guest of Dominion of Canada at its Diamond Jubilee. Here we see him at Ottawa (July 2, 1927) with the American Ambassador William Phillips (left) and Canadian Ambassador Vincent Massey (right).

Official Photograph Government of Canada

© Wide World

DOMINION OF CANADA HOLDS ITS DIAMOND JUBILEE WITH LINDBERGH AS DISTINGUISHED GUEST

Our great neighbor of the North, with its tremendous natural resources and its area even exceeding that of Continental United States (without our dependencies), which has dwelt with us in friendly accord without fortified borderline as "Brothers of a Great Continent," honors our Lindbergh at Ottawa (July 2, 1927). Lindbergh's grandfather (maternal line) was born in Canada, and his great-grandfather in England, linking him to the British Empire, as a son of the United States.

Official Government Photograph

© Wide World

LINDBERGH REVIEWING TROOPS WITH GOVERNOR-GENERAL OF CANADA

Rt. Hon. Viscount Willingdon (center)—Lady Willingdon (left)—Honorable George Graham (extreme right) in front of Parliament Buildings at Ottawa.

Official Photograph Government of Canada 228 © Wide World

LINDBERGH SPEAKING OVER RADIO TO THE TEN MILLION CANADIANS

He extends his felicitations to the British Empire at Ottawa (July 2, 1927).

XI—NATIONAL TOUR THROUGH THE FORTY-EIGHT STATES

WASHINGTON—New York—St. Louis were over. The Canadians, our neighbors of the North, had greeted him at their Diamond Jubilee. The public press had kept him on the "front page" as the most important news of the times, while the radio (another scientific achievement in the mastery of the air waves in its kinship to aviation) had reverberated his voice across the continent as he spoke into the homes of the people.

Lindbergh's face, through the power of the public press and motion pictures had now become known to the 120,000,000 people in the United States. From hundreds of cities and towns came requests for his visits; millions of school children signed petitions; Governors of States, backed by powerful political influence, pleaded for his presence.

So great was this demand that it became a matter for Government recognition. Conferences were held in Washington, and, under the auspices of the Guggenheim Foundation, it was decided to send this "Good-Will Ambassador" on a National Tour.

We now see Lindbergh as he tours the Nation (July 20-October 23, 1927) flying from State to State—and City to City—until in three months he had traveled more than 22,000 miles in the air, and made 82 stops. It is a remarkable scientific fact that during this entire period he was on schedule time in every instance, except one where fog and storm delayed him. This is another demonstration of the genius of Lindbergh as a navigator.

It is impossible to record here the scenes in every city he visited, owing to limitations of space, and we are restricted only to the high points from the vast collection of records in the archives of all the States.

This National Tour was as much a test of Lindbergh's character as the trans-Atlantic flight and his ovations in Europe. It again proved his steel-like determination and the accuracy of his scientific calculations, while further demonstrating his adaptability to constantly changing circumstances and situations—a natural diplomatist at home and abroad.

230 © Photograph in the Underwood Collection

LINDBERGH NOW STARTS ON NATIONAL TOUR OF FORTY-EIGHT STATES

Appeals from American Cities throughout the country become so urgent that in consultation with the Government at Washington it is decided that America's great "Symbol of Our Nationality" be sent on a National Tour, with his historic ship, "Spirit of St. Louis," appearing before as many of our 120,000,000 as possible.

© Photo Henry Miller

LINDBERGH WITH HERBERT HOOVER PLANNING NATIONAL TOUR

With the instincts of a "born diplomat" he offers his services to his country. In him is the fibre of which American Nation has been built.

© P. & A.

CONFERS WITH AIR CHIEFS—WAR, NAVY AND COMMERCE CABINET

America's air destiny is in hands of capable young men of initiative and action. We here meet Edward P. Warner, Assistant Secretary of Navy for Aeronautics—"Lindy"—William T. MacCracken, Assistant Secretary of Commerce (Aeronautics)—F. Trubee Davison, Assistant Secretary of War (Aeronautics).

Map in Archives of National Geographic Society at Washington 232 Drawn by A. H. Bumstead, cartographer

ROUTE FOLLOWED BY "SPIRIT OF ST. LOUIS"—OVER 20,000 MILES—48 STATES—82 CITIES

Tour made under auspices Daniel Guggenheim Foundation for Promotion of Aeronautics. Lindbergh performs amazing feat of landing on schedule time at every point with but one exception, establishing remarkable record in science of aeronautics.

233 Air Map © by the Fairchild Aerial Surveys in their World Collection

LINDBERGH STARTS ON NATIONAL TOUR FROM MITCHEL FIELD (NEW YORK) ON JULY 20, 1927

"Spirit of St. Louis" is conveyed by Government plane from Department of Commerce—Piloted by Philip R. Love, aeronautics inspector, with Lieutenant Donald E. Keyhoe, U. S. M. Corps (retired) aide to Colonel Lindbergh—Theodore R. Sorenson, mechanic.

234 Air Map © by the Fairchild Aerial Surveys

FIRST STOP ON NATIONAL TOUR AT HARTFORD, CONNECTICUT

Two o'clock sharp (July 20, 1927). Welcomed by Governor Trumbull. Banquets and parades were awaiting him in every scheduled city.

235

© Photo International

LINDBERGH STOPS IN PROVIDENCE (JULY 21) AND FLIES ON TO BOSTON (JULY 22, 1927)

Reception to all the Trans-Oceanic Fliers—Acosta—Byrd—Noville—Balchen—Chamberlin—Lindbergh—Hegenberger—Maitland.

236 © Fairchild Aerial Surveys

FARTHEST NORTHEAST POINT IN NATIONAL TOUR—PORTLAND, MAINE (JULY 24, 1927)

He meets fog and misses only schedule. Next official stops: Concord, New Hampshire (July 25)—Springfield, Vermont (July 26).

© Fairchild Aerial Surveys

LINDBERGH FLIES OVER NIAGARA FALLS

Met by Governor Alfred Smith in Albany, New York (July 27, 1927). He flies on to Schenectady and Syracuse (July 28) — Rochester and Buffalo (July 29) — Vacationing in Canada over Sunday.

238 © Underwood

GREETED AT DAYTON, OHIO

By first man in world's history to make successful flight in airplane—Orville Wright (wearing straw hat). He has come from Buffalo to Erie and Cleveland (August 1, 1927) where he stopped with Ambassador Herrick—Pittsburg (Aug. 3)—Wheeling, W. Va. (Aug. 4)—Dayton (Aug. 5)—Cincinnati (Aug. 6)—Louisville, Kentucky (Aug. 8) and Indianapolis (Aug. 9).

239

© Wide World

LINDBERGH WITH HENRY FORD IN DETROIT

Takes him on his first Air Ride (August 11, 1927). Goes to Grand Rapids, Michigan (August 12) and takes his Mother, Evangeline Lindbergh, on her first ride in "Spirit of St. Louis."

240 © Photo Underwood

CHICAGO HAILS LINDBERGH WITH TREMENDOUS OVATION (AUGUST 13-14, 1927)

Mayor William Hale Thompson greets Chicago's former Mail Flyer officially with banquet, Keys to City, and procession to Soldier's Field, recalling the "Great Days in New York."

241

© Wide World

CHICAGO EXPLODES IN MIGHTY ROAR OF WELCOME

Lindbergh addresses huge crowd at Soldier's Field. The "Ace of Hearts and Ace of the Air" flies over Lake Michigan as lake craft extend uproarious signal of "Western Hospitality."

242 © Underwood

LINDBERGH VISITS TOMB OF LINCOLN AT SPRINGFIELD, ILLINOIS (August 15, 1927) where he places wreath in tribute to the Great Emancipator.

243 Photograph by Mario Cavagnara of St. Louis

CROWD WAITING ALONG MISSISSIPPI TO HAIL "FLYING AMERICAN"

Lindbergh finds himself again in St. Louis (August 15, 1927). He flies on to great celebrations in Kansas City (Aug. 17)—Wichita (Aug. 18)—St. Joseph, Missouri—Moline, Illinois—Davenport, Iowa, and Rock Island, Illinois (Aug. 19)—Milwaukee, Wisconsin (Aug. 20)—Madison, Wisconsin (Aug. 22)—St. Paul and Minneapolis (Aug. 23). Here they rest for a day according to schedule. Sorenson is recalled and C. C. Maidment becomes mechanic for the tour as Lindbergh flies on.

Photograph in Archives University of Wisconsin

© Acme

"LINDY" GETS A ROUSING OVATION AT MADISON WHERE HE WAS A STUDENT AT UNIVERSITY OF WISCONSIN

Here it is that he studied before taking up aviation. The college town greets him with true spirit of Alma Mater. This University also later confers upon him an honorary degree at Commencement (June 19, 1928) with reception extended by President Glenn Frank.

© International

"CHARLIE" BACK IN OLD HOME TOWN OF LITTLE FALLS, MINNESOTA

It is a Great Day for the Village when "Lindy" comes home (August 25, 1927). Greeted by Governor Christianson of Minnesota (circle) and Mayor Grime.

Photograph by Oliver Knudson

LINDBERGH'S MOTHER MEETS HIM WITH THE OLD HOME FOLKS

The town in a "popularity contest" appoints young Frankie Larson as the boy to receive the former boy from Little Falls who has now come back "World Famous."

246

© Air Map Underwood

LINDBERGH OVER STATE CAPITOL AT DENVER IN NATIONAL TOUR

Leaving Little Falls, Minnesota, he flies to Fargo, N. Dakota (August 26, 1927)—Sioux City (Aug. 27)—Des Moines, Iowa (Aug. 29)—Omaha, Neb. (Aug. 30)—Denver (Aug. 31).

247 © Photograph from plane by Lieutenant Donald Keyhoe

LINDBERGH IN "SPIRIT OF ST. LOUIS" FLYING OVER THE PEAKS OF THE ROCKY MOUNTAINS

"Spirit of St. Louis" flying over the Black Hills in South Dakota.

 © Photographs from plane by Lieut. Donald E. Keyhoe

LINDBERGH FLYING OVER YELLOWSTONE LAKE IN WYOMING

© Underwood

LINDBERGH REACHES FARTHEST NORTHWEST OF TOUR AT SEATTLE

En route from Pierre, S. Dak. (September 1, 1927) over the Bad Lands to Cheyenne, Wyoming, he drops a message for Mrs. Coolidge at the Summer White House in the Black Hills and flies on to Salt Lake City (Sept. 3)—Boise, Idaho (Sept. 4)—Helena, Mont. (Sept. 7)—Butte (Sept. 8)—Spokane (Sept. 12)—Seattle (Sept. 13).

© International

HE ARRIVES IN SAN FRANCISCO FOR GREAT DEMONSTRATION

Flying down from Seattle, Washington, and Portland, Oregon (Sept. 14) Lindbergh alights in San Francisco (Sept. 16) and is greeted by Mayor James Rolph, Jr., in one of the most enthusiastic receptions of his National Tour.

250 © Photo International

AT THE GOLDEN GATE CITY OF THE PACIFIC—SAN FRANCISCO

Lindbergh is hailed in triumph as he had been on the Atlantic Coast (Sept. 16, 1917). A day long to be remembered by the Californians.

© Photo P. & A.

FROM SAN FRANCISCO LINDBERGH FLIES EN ROUTE TO LOS ANGELES TO MEET RECORD-BREAKING CROWDS

He stops at Oakland (Sept. 17)—Sacramento (Sept. 18)—Reno, Nevada (Sept. 19) and reaches Los Angeles (Sept. 20) for Gala Holiday.

252

© International

MOTION PICTURE CELEBRITIES DINE THE "WORLD'S GREATEST STAR—LINDY" AT HOLLYWOOD

Here we see him with Douglas Fairbanks—with Mary Pickford, "America's Sweetheart"—and Marion Davies—famous on screen as he is in the air.

253

© International

SAN DIEGO NOW CLAIMS HIM AS ITS OWN—"BIRTHPLACE OF THE FAMOUS 'SPIRIT OF ST. LOUIS'"

The historic ship has come "Home Again"—after its flight across the Continent to New York—across the Atlantic Ocean to Paris—to Belgium—to England (returning aboard the *Memphis* to Washington)—and again on its flight to New York and back across the Continent to San Diego (September 21, 1927)—a World's Record for an Airplane.

254 © Wide World

WORKERS IN FACTORY OF RYAN PLANT IN SAN DIEGO GIVE BANQUET TO "SPIRIT OF ST. LOUIS"

The famous monoplane made by their own hands has gone out and gained the acclaim of the World and they take a genuine American workman's pride in it.

255 © Photo Acme

HEADED BACK FROM PACIFIC TO ATLANTIC ON THE NATIONAL TOUR

Leaving San Diego, California, Lindbergh flies to Tucson, Arizona (Sept. 23, 1927)—Lordsburg, New Mexico, and El Paso, Texas (Sept. 25)—Santa Fe, New Mexico—Abilene and Fort Worth, Texas (Sept. 26)—Dallas, Texas (Sept. 27)—Oklahoma City (Sept. 28)—Tulsa (Sept. 30)—Little Rock (Oct. 1)—Memphis, Tenn. (Oct. 3)—Chattanooga (Oct. 5)—Birmingham, Ala. (Oct. 5)—Jackson, Miss. (Oct. 6)—New Orleans, Louisiana (Oct. 8).

© Underwood

LINDBERGH FLIES INTO NEW ORLEANS FOR SOUTHERN OVATION

Historic old French city at mouth of the Mississippi gives him magnificent welcome.

© Underwood

ATLANTA HAILS HIM ON HOMEWARD BOUND FLIGHT (OCTOBER 11, 1927)

After an equally rousing demonstration in Jacksonville, Florida (Oct. 10).

Photograph Archives City of Philadelphia

© Acme Collection

LAST CALL ON THE NATIONAL TOUR—ROUSING DEMONSTRATION AS HE ENTERS PHILADELPHIA

Leaving Atlanta, Ga. (Oct. 12), he flies to Spartanburg, S. C. (Oct. 13), via Stone Mountain—Winston-Salem, N. C. (Oct. 14)—Richmond, Va. (Oct. 15)—Washington, D. C. (Oct. 17)—luncheon at White House with President Coolidge—Baltimore, Md. (Oct. 18)—Atlantic City, N. J. (Oct. 19)—Wilmington, Del. (Oct. 21)—Municipal Stadium, Philadelphia (Oct. 23, 1927).

Photograph in Archives City of Philadelphia

© Acme Collection

"AMERICA'S AIR MESSENGER" DELIVERS HUMANITY SEALS AT END OF HISTORIC JOURNEY

Lindbergh on last lap of tour, from Wilmington to Philadelphia, brings a book of Xmas seals to Mrs. George Horace Lorimer.

Photograph in Archives of Independence Hall, Philadelphia

© Acme

LAST OFFICIAL ACT—HE PLACES WREATH ON LIBERTY BELL AT BIRTHPLACE OF THE NATION

Final Tribute on National Tour as Lindbergh with Mayor Mackey of Philadelphia goes to Independence Hall (October 21, 1927) and stands before Historic Bell that first rang out the tidings of the Declaration of Independence, July 4, 1776.

260 © Underwood

HEAD OF GUGGENHEIM FOUNDATION GREETS LINDBERGH WITH MOTHER ON RETURN FROM NATIONAL TOUR

Harry F. Guggenheim, President of Daniel Guggenheim Foundation for Promotion of Aeronautics (Founded by his father, Daniel Guggenheim, January 1, 1926, with fund of $2,500,000). National Tour ends at Mitchell Field, New York, 2 P.M. (October 23, 1927). The "Spirit of St. Louis Aeronautical Medal" was conferred on Daniel Guggenheim (June 11, 1929).

XII—GOOD-WILL TOUR TO LATIN-AMERICAN COUNTRIES

IN the exigencies of the times, Lindbergh, with his decorations and diplomatic recognitions, found himself a foremost political figure—not in the sense of internal politics but as the arbiter of good-will in our international relations. He fitted himself into this situation with consummate skill and innate simplicity, an ingenuous master of every situation.

The Government at Washington, in its international problems involving our relationships with our Latin-American neighbors, dispatched Lindbergh as a messenger of peace and brotherhood to the nations at the south of us. The effect was immediate.

Lindbergh appealed to the Latin mind and temperament as has no other American. The Spanish race, which sent us Columbus, received him in a spirit of devotion and brotherly love. Ambassador Morrow, in the Capital of Mexico, who himself had gained the confidence and affection of that great people, proved to be a Latin-American Herrick.

We now see Lindbergh as he passes through sixteen countries, 9,390 miles in 116½ flying hours, receiving the plaudits and honors of these nations. For exactly two months (December 13, 1927, to February 13, 1928) we follow him on this mission of Good-Will.

Twice he stops on American territory—at the Canal Zone and on Virgin Islands; once on British soil. Lindbergh is the youngest emissary ever sent out by the American Government—and the First Ambassador of the Air in the World's history, an historical fact of significance.

Official photographs from the archives of these countries are presented herewith: Mexico, Guatemala, British Honduras, Salvador, Honduras, Nicaragua, Costa Rica, Panama, Columbia, placing a wreath on the Statue of Bolivar in Venezuela, sailing the Caribbean Seas to the Virgin Islands, to Porto Rico, to Santo Domingo where he placed a wreath at the tomb of Columbus, and thence to Haiti, Cuba—and "Home Again" in St. Louis.

LINDBERGH ADDS NEW CHAPTER TO HIS SAGA

PAN-AMERICAN GOOD-WILL TOUR

Sixteen Countries
9,390 Miles

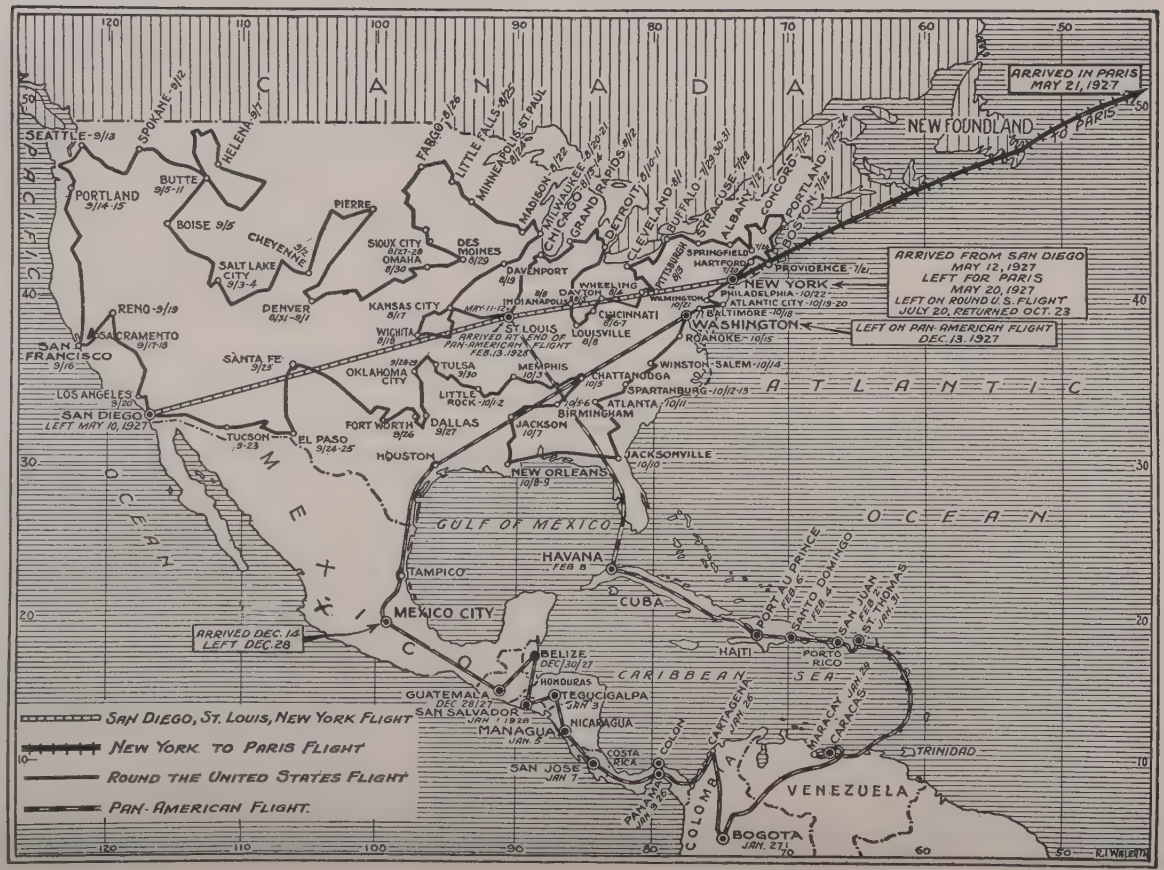
Thirteen Latin Nations

Two American Territories

One English

Flying Time
116 Hours
30 Minutes

December 13, 1927 to February 13, 1928



Official Map by R. I. Walrath Courtesy *New York Times.*

263 © Photo Henry Miller

AMERICA'S "AIR AMBASSADOR" LEAVES ON PAN-AMERICAN TOUR

We here see Lindbergh with Hon. Nicholas Longworth (Speaker of House of Representatives (left), and Hon. John Q. Tilson, majority leader (right), as he leaves floor of Congress after memorable demonstration (December 10, 1927).

© Wide World

WASHINGTON TO MEXICO—2000 MILES—27 HOURS; 15 MINUTES

President Calles greets Lindbergh in Mexico City with American Ambassador Dwight E. Morrow. He hops off from American National Capital at noon (December 13, 1927). Arrives at Mexican Capital (December 14, 1927).

© Photo Wide World

MEXICAN CAPITAL IN WILD DEMONSTRATION OVER THE "AMERICANO"

Thoroughfares jammed with Latins in highest pitch of their temperamental fervor as Lindbergh rides like a victorious general (December 14–28, 1927). For fourteen days, over the Christmas Holidays, the celebrations continue.

© Photo Wide World

LINDBERGH ON STEPS OF AMERICAN EMBASSY IN MEXICO CITY

Beside him sit Ambassador Morrow and the inimitable American philosopher, Will Rogers (sombrero in hand) with the American Embassy staff.

© Photo Henry Miller

SOLDIERS' GUARD AS LINDBERGH RIDES THROUGH MEXICO CITY

Flowers thrown in his pathway as Mexicans take him to their hearts with Latin affection. He rides with Ambassador Morrow and wife and General Estrada.

© Underwood

MEXICANS SERENADE HIM JOYOUSLY AT AMERICAN EMBASSY

Lindbergh stands on balcony under the American and Mexican Flags with Ambassador Morrow while Spanish salutations of brotherhood fill the air.

Official Photograph from Archives Government of Mexico

© International

MEXICAN CONGRESS CONVENES FIRST SPECIAL SESSION IN ITS HISTORY TO HONOR FOREIGN GUEST

Lindbergh mounts Speaker's Forum to greet Mexican Statesmen (December 15, 1927) a signal honor to the American people.

Photograph in Archives of Government of Mexico 268 © Wide World

LINDBERGH ON BALCONY OF NACIONALE PALACIO IN MEXICO

Ovation of masses in prado below as ancient bell rings its glad tidings (December 16, 1927). With him stand President Calles, Ambassador Morrow and Statesmen.

Official Photograph © Pacific and Atlantic (Mexico)

KEYS TO CITY OF MEXICO MADE OF PURE GOLD FOR LINDBERGH

This ceremony takes place before the Municipal Government with august dignity. The "Americano" is literally swamped with gifts from the Mexican people—Indian shawls, sombreros, blankets, hand-tooled leather work, silver, nuggets of gold from Governors of States, organizations, and the administrators of Government.

© Wide World

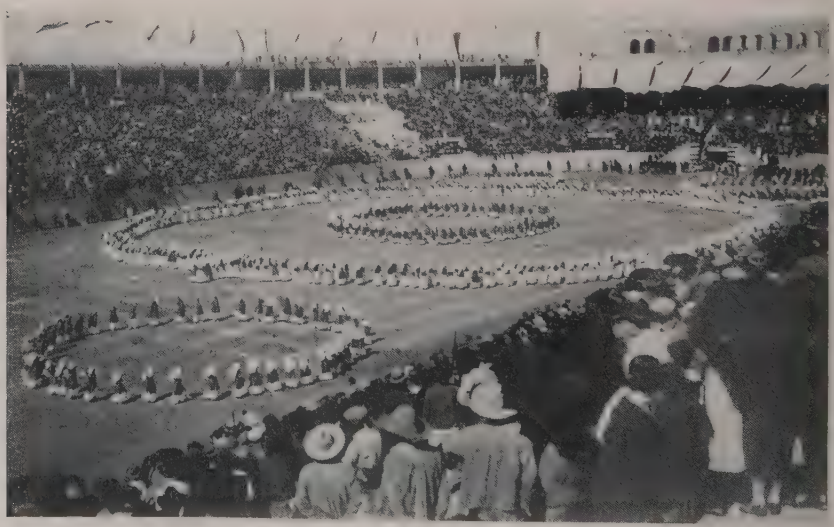
MEXICAN LABOR PARADES IN LINDBERGH'S HONOR WITH BANNER

Labor Unions declare their fraternity for "Calles, Morrow and Lindbergh" in a popular conclave of the working-classes in streets of City of Mexico.

© Wide World

HOMAGE TO LINDBERGH IN NATIONAL STADIUM IN MEXICO CITY

Over 60,000 people at Fiesta in his honor (December 17, 1927). Indian dances by High School Girls in native costume as public holiday is declared.



© Underwood

MEXICAN SCHOOL GIRLS IN BRILLIANT COLOR HONOR AMERICANO

Calles declares: "The Government must wait while Mexico honors its distinguished guest." The Mexican people with magnificent gallantry extend a hospitality known only by the great Latin races.

© Henry Miller

FAMOUS MEXICAN MATADOR EMBRACES LINDBERGH AT THE ARENA

More than 50,000 people cheer wildly as Jose Ortiz presents American with matador's cape. Lindbergh praises his skill in combat (December 18, 1927).

© Wide World

ON BARGE-OF-HONOR IN ANCIENT GARDENS OF XOCHIMLICO

Mexican natives on the banks cheer as Lindbergh is poled along Canal on flower-decked barge at celebrated "Venice of Mexico" (December 19, 1927).

MEXICAN BEAUTY ADMIRES LINDBERGH AS HE ENTERS ARENA TO WITNESS THEIR NATIONAL SPORT

© Photos Wide World

LINDBERGH AT FLAG-DRAPED ARENA WITH WILL ROGERS AND OFFICIALS

© Photograph Underwood

LINDBERGH TAKES PRESIDENT CALLES ON HIS FIRST AIR RIDE

General Obregon also rides with Lindbergh (December 20, 1927). Wives and children of American Embassy later "go into the air" with the American flier.

© Photo P. & A.

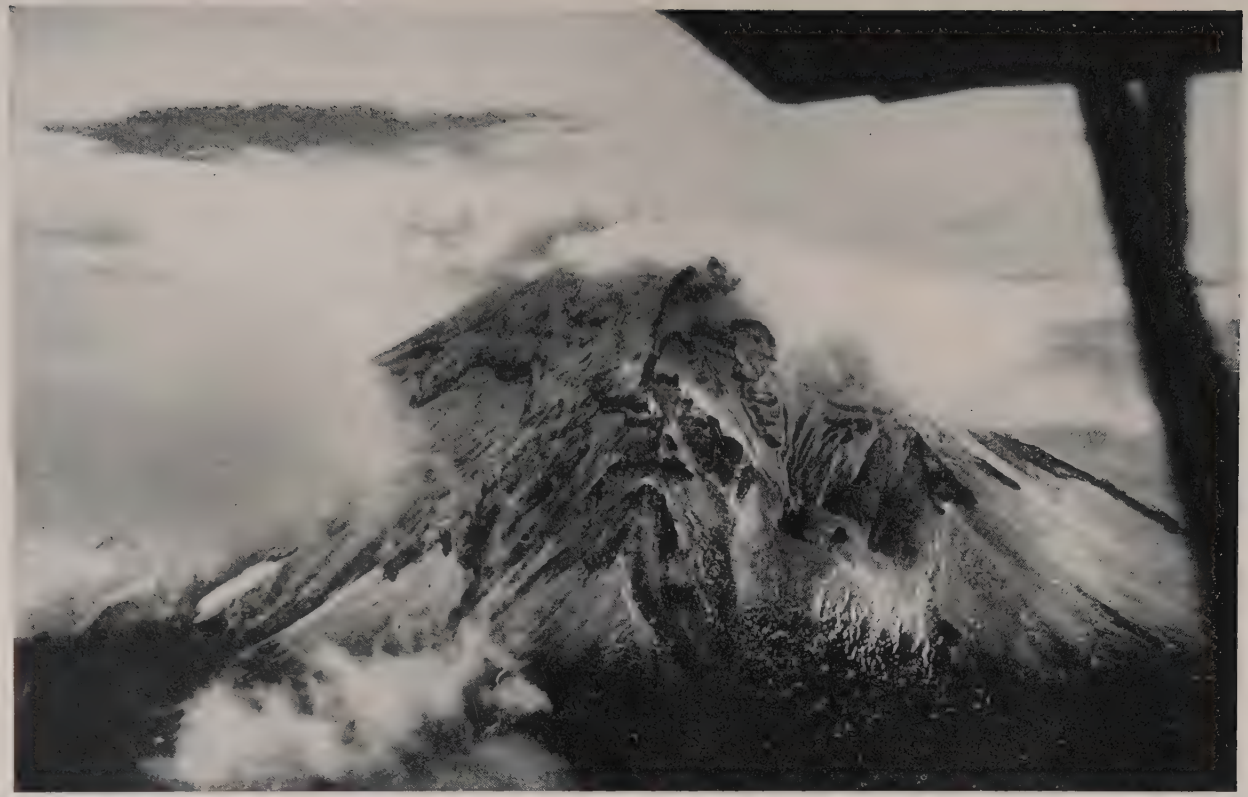
LINDBERGH'S MOTHER ARRIVES BY AIR FOR CHRISTMAS IN MEXICO

She comes to Mexico City in Ford plane from Detroit (December 22, 1927) as guest of Mexican Government and Ambassador Morrow. We meet here William B. Stout and Mrs. Stout of Detroit—Mrs. Lindbergh—and Mrs. Morrow.

Photograph in Archives Government of Mexico 274 © Underwood

LINDBERGH INAUGURATES LINCOLN LIBRARY PRESENTED TO MEXICO

Gift of the American Colony in Mexico City. School children surround their "Hero" as he stands beside Ambassador Morrow. He leaves his devoted friends in Mexico at dawn (December 28, 1927) and flies away to Guatemala—675 Miles.



275 Air Photograph over Mt. Popocatepetl by Fairchild Aerial Surveys

OVER SMOKING VOLCANOES AND MOUNTAIN PEAKS—12,000 FEET HIGH—TO GUATEMALA CITY

© Wide World

GUATEMALA GOVERNMENT GREETS LINDBERGH ON ARRIVAL

General Lazaro Chacon, President of Republic, extends felicitations (December 28, 1927) when American flies into Central America from Mexico City.

© Photograph Wide World

HONORS BESTOWED UPON HIM BY PRESIDENT CHACON

Here we see Lindbergh with the President at his right and members of the American Embassy, Minister Geissler and Secretary Hawke.

© Wide World

LINDBERGH ARRIVES AT BRITISH HONDURAS

First land plane to fly over the country. He is greeted by His Excellency, Sir John Bourdon, Governor (December 30, 1927). Cordial reception is extended to the American.

Photograph from Ministerio de Relaciones Exteriores, San Salvador

© Wide World

HE ARRIVES NEW YEAR'S DAY AT SAN SALVADOR (JANUARY 1, 1928)

And is received by President Bosque at Belize, with American Chargé d'Affaires Dickson.

© Wide World

LINDBERGH ON WAY TO HONDURAS STRIKES HIS ROUGHEST WEATHER

Arriving at Capital City of Teguicigalpa (January 3, 1928) he is honored by President Paz Barahona and Cabinet with American Minister Summerlin.

© Wide World

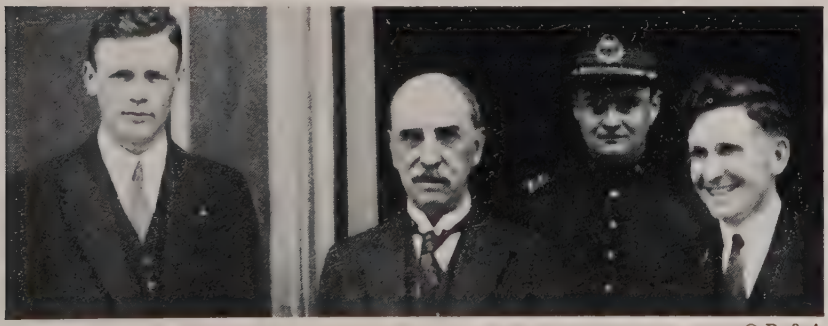
HE IS GIVEN A PICNIC IN HONDURAS BY AMERICAN MINISTER

Arrives in terrific rain storm as crowds gather to welcome him.

© Wide World

OVER BURNING VOLCANOES WITH DENSE FUMES—TO NICARAGUA

Reaching Capital at Managua (January 5, 1928), he is honored by President Adolfo Diaz, American Minister Eberhardt and United States Marine Fliers.



© P. & A.

HE FLIES OVER IMPENETRABLE SWAMP IN STORM TO COSTA RICA

Greeted by President Jiminez (January 7, 1928) and American Minister Davis.

© Wide World

POLICE FORCED TO DRAW SABRES TO HOLD CROWD BACK AT SAN JOSÉ

In this prosperous Central American country he receives great ovation.

Air Photograph by the U.S. Army Air Service (January 8–9, 1928). 280 Wide World Collection

SCOUT PLANE FLYING OVER THE JUNGLES FROM COSTA RICA TO PANAMA ON THE LINDBERGH ROUTE

Air Photograph U. S. Army Air Service 281 Wide World Collection

"WE" CROSSING THE "BIG DITCH" AT PANAMA IN THE AIR

Lindbergh flying on to the Great Celebrations along the Panama Canal (January 9, 1928).

© P. & A.

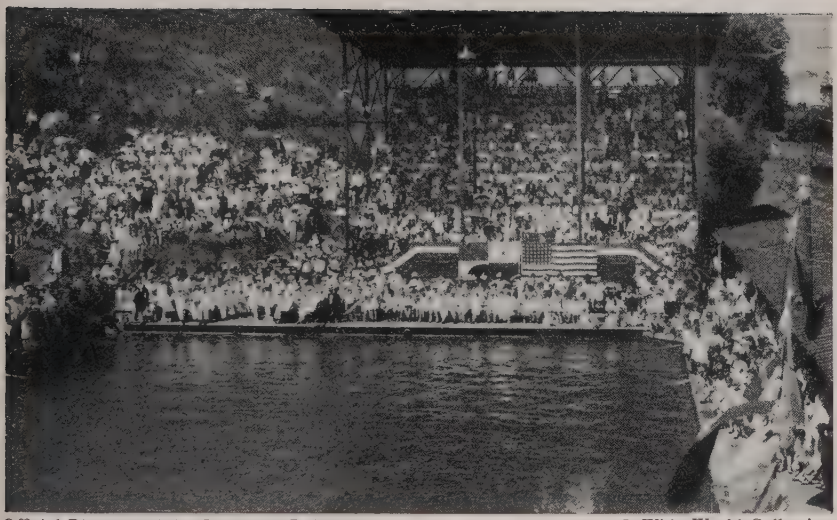
LINDBERGH FLYING OVER AN AMERICAN STEAMER IN PANAMA CANAL

This remarkable photograph was taken in the air (January 9, 1928).

© Wide World

LINDBERGH SPEAKING AT ADMINISTRATION BUILDING AT BALBOA

Here, where Balboa discovered Pacific Ocean in 1513, he addresses large gathering at Canal Zone (January 11, 1928)—where Uncle Sam severed the American Continents.



Official Photograph by Hallen at Balboa © Wide World Collection

TWO THOUSAND SCHOOL CHILDREN HONOR "LINDY" AT CANAL ZONE

Red, White and Blue Celebration at Swimming Pool. He flies to Colon (January 12).

283 Private Photograph P. & A.

HE TAKES FIRST VACATION IN THE WILDS OF PANAMA JUNGLES

Fleeing from "crowds" for a few days, Lindbergh goes on a Hunting Trip with Colonel Fisher of France Field. The mysterious disappearance causes surprise throughout the world of news. We see him here, sitting contentedly, enjoying a cocoanut away from civilization and tumult.

Photograph from Pierre Younitzky — Underwood

CONQUERORS OF THE NORTH AND THE SOUTH ATLANTIC MEET

The gallant Frenchmen, Costes and Lebrix, jumping from their plane at Panama, are met by Lindbergh who embraces his old friends from France (January 13, 1928).

Panama School Children present "Lindy" with model of "Spirit of St. Louis" made by them from native woods, with wings covered by American beauty roses.

Photographs by Pacific and Atlantic

Lindbergh with President Chiari of Panama, visits grandson who is to be named after him—Lindy Carlos Parades.

Wide World

"LINDY" IN ARENA WITH MATADORS AT COLUMBIA—NATIONAL HEROES

Flies from ancient Cartagena (January 26) to Bogota, Colombia (January 27, 1928).

Photographs from Carlos Puyo-Delgado

Wide World

President Miguel Mendez, of Columbia, decorates Lindbergh with Cross of Boyaca.

Official Photograph Government of Venezuela 286 Wide World

LAST STOP ON THE MAINLAND OF SOUTH AMERICA—VENEZUELA

Almost lost in the dense white sea of "Cloud-Covered Mountains" around Caracus, on the way from Colombia, Lindbergh hunts an "opening" for two hours and finally lands in Venezuela (January 29, 1928). Great throngs hail him at capital.

Official Photograph Venezuelan Government 287 Wide World

LINDBERGH PLACING WREATH ON MONUMENT OF THE GREAT BOLIVAR

Inscription to the "George Washington of South America," the Great Liberator, reads: "From Colonel Charles Lindbergh to the Memory of General Simon Bolivar." President Gomez awards Lindbergh decoration of "Order of the Liberator" (January 29, 1928).

Official Photograph by West Indian Aerial Express National Geographic Society

HE FLIES 1,000 MILES ACROSS CARIBBEAN SEA TO VIRGIN ISLANDS

Here at St. Thomas he touches American soil again and inspects his motor (January 31, 1928). Governor Waldo Evans gives him rousing reception under the American flag.

© Underwood

"LINDY" LEADS PORTO RICO'S CARNIVAL QUEEN TO HER THRONE

Flying to San Juan under American flag (February 2, 1928) the Legislature in special session welcomes him with Governor Horace M. Towner

289 Photograph © Publisher's Photo Service—National Geographic Society

LINDBERGH ON HIS 26TH BIRTHDAY AT THE TOMB OF COLUMBUS

Flying to Santo Domingo (February 4, 1928) from Porto Rico, the 20th Century Columbus who crossed the Atlantic in the air, finds himself at monument of explorer who crossed this same ocean in ships in 1492 and discovered a New World. Here at Santo Domingo, Lindbergh is hailed by "Oldest City in the Western World." Greeted by President Vasquez, he flies on to Republic of Haiti where he is given a royal reception at Palace of President Borno (February 6, 1928).

Photograph in Archives of Republic of Cuba

© Pacific and Atlantic Collection

LAST STOP ON THE GREAT PAN-AMERICAN FLIGHT—HAVANA EXTENDS MAGNIFICENT OVATION

For five Days (February 8–13, 1928) Cuba takes holiday to greet Lindbergh, the "Ambassador of Good Will" from the people who came to their aid in their great battles for Independence in 1898.

291 © Underwood

PRESIDENT MACHADO CONFERS HIGHEST HONOR CUBA CAN BESTOW

Grand Cross of Order of Miguel de Cespedes (February 10, 1928)—Governor Ruiz also decorates Lindbergh with medal of the Province of Havana. President Machado (center) with American Ambassador Judah (right). Keys to Havana presented by Mayor Gomez.

292 © Wide World

"SPIRIT OF ST. LOUIS" HOMEWARD BOUND AGAIN

Decorated with miniature flags of every nation visited on 40,000 mile tours, Lindbergh flies from Cuba to St. Louis (February 13, 1928).

293 © Photograph by *New York World*

HOME IN ST. LOUIS AT END OF THE GREAT PAN-AMERICAN TOUR

The "Ambassador of Good Will" completes another epoch-making achievement. Arriving in St. Louis from Havana at 5:10 P.M. (February 13, 1928)—1,200 miles in 15 hours, 35 minutes. Here is the remarkable record: He has carried the "Message to Garcia" to 16 Countries—13 Latin-American and three English-speaking –a total of 9,390 miles—and has reached his destination on time in every instance. Scientist, Navigator, Diplomatist, he stands supreme as "King of the Air." Great celebration in St. Louis –he flies for 60,000 School Children who march in acclaim of his epochal feat.

© International

COLONEL CHARLES A. LINDBERGH—AERONAUTICAL ENGINEER

"The Spirit of St. Louis" is now "at rest" in its immortal shrine in Smithsonian Institution in Washington—but Colonel Lindbergh is just beginning his great career at 27 years of age in a new science and profession, mapping and routing his country for the New Age of Trans-Continental Air Service.

XIII—STARTING THE NEW AGE OF TRANSCONTINENTAL SERVICE

THE New Age is here—as President Hoover states—and we are now engaged in its development. American genius and resources are being organized behind it. Starting with the Wrights in America, reaching its dramatic climax with the achievements of American fliers, it is a natural heritage that America should lead the world in this New Epoch of transportation in the air.

The Government at Washington is extending every co-operation in the fulfilment of our national destiny, which is to be brought about by what President Hoover calls "the American method"—individual initiative and co-operation of capital and labor in private enterprise owned and controlled by the earnings of the people—not by Government subsidy or ownership.

The American nation has been built on this sound economic principle; it is as organic in our national existence as the Constitution itself. Millions are now being placed behind this New Age; financial, administrative, and engineering genius is concentrating on this achievement.

The demonstrations over the conquests of all our aviators are proof that the American people realize the true import of these events. Byrd with his explorations in Antarctica; Lindbergh, Chamberlin, Maitland, Hegenberger, Goebel, Earhart, Hinton, Wade, Wilkins, and the host of others engaged in the development of this science, together with the work of the Mail Fliers, are evidences of the spirit of the times. (See tabulation at the end of this book.)

The work upon which Lindbergh now is engaged is outlined in the group of photographs which follow. Bearing the Congressional Medal, he is devoting himself to the science of aerial navigation.

The Summer of 1929 is witnessing events of world-wide import, with the opening of the great Transcontinental Air Service and the routes into Central and South America which are to place the Western Hemisphere in the foreranks of progress.

© Acme

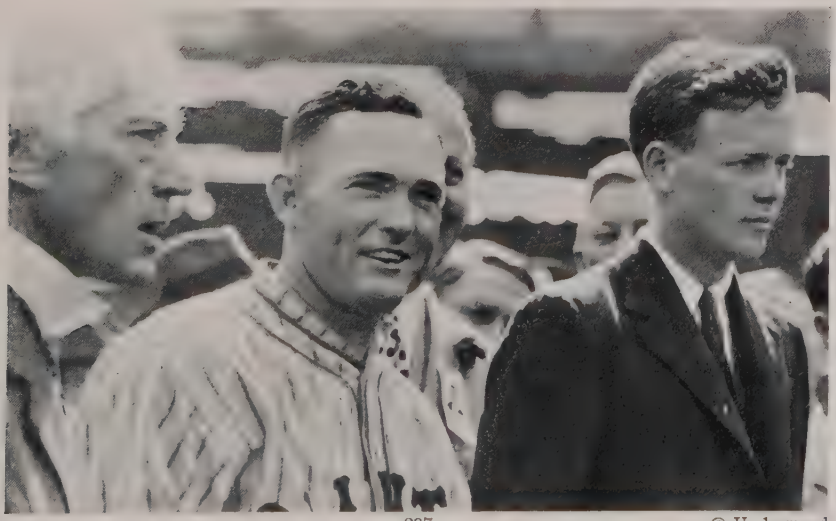
STRIPPED DOWN FOR ACTION—IN TRAINING FOR GREAT CAREER

Here we find Colonel Lindbergh with his friend, Major Thomas G. Lamphier, Commander of Selfridge Field in Michigan, as they start for an invigorating swim in the lake. The youth who has been fêted and idolized by millions now goes "back to nature" to train for Events of the Future.

© P. & A.

"FAR FROM THE MADDING CROWD"—HE RIDES ANOTHER "SHIP"

On the trails of the earth—not the skies—Riding the high-powered "Whirlwind" who has true "Spirit of St. Louis"—and all the other saints and demons.



© Underwood

ALWAYS A TRUE SPORTSMAN—"LINDY" AT AMERICA'S NATIONAL GAME

Here we find the "World's Hero" out rooting for the "Heroes of the Diamond." With Roger Hornsby and Judge Kenesaw Mountain Landis at ballgrounds in St. Louis.

© International

ON A MISSION OF MERCY IN HIS LOVE FOR AN OLD COMRADE

He flies on rescue journey to beat death when Floyd Bennett is dying from exposure in Canada while going to rescue of German fliers on "Bremen."

© Underwood

ON COAST-TO-COAST FLIGHT FOR TRANSCONTINENTAL TRANSPORT

We here find him charting Continent for great transportation organizations that are to give America its "New Era" in which we shall all travel in the air.

© Pathé Newsreel and P. & A.

FLYING THE MAIL AGAIN—IN MEMORY OF THE "GOOD OLD DAYS"
Climbs into cockpit and carries mail from St. Louis to Chicago for a "Holiday."

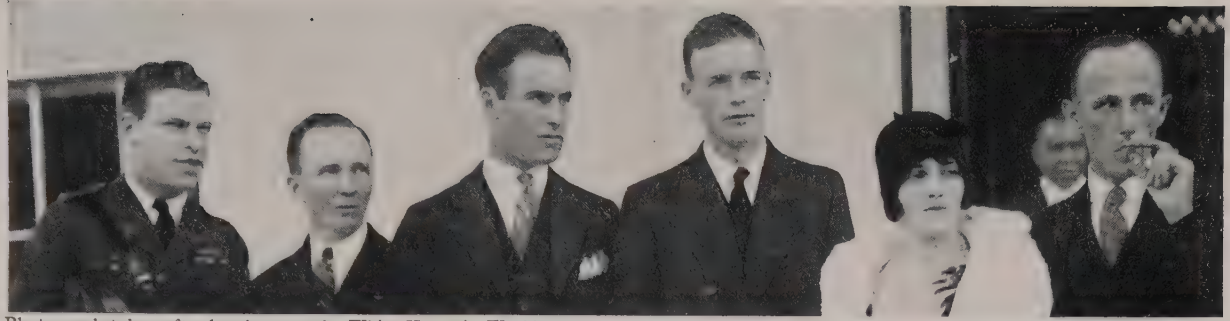
© International

HE LIFTS HIS VOICE IN CAUSE OF EDUCATION AND PROGRESS
Speaks with his mother before National Educational Association at Boston.

300 © Underwood

NEW SCIENCE OF TRANSPORTATION—THE NEW EPOCH IS HERE—WITH LINDBERGH A FORERUNNER

Colonel Lindbergh as Chairman of the Technical Committee of the Transcontinental Air Transport in its Ford tri-motor monoplane as he starts on official inspection tour and final survey of the "Lindbergh Line" across the American Continent.



Photograph taken after luncheon at the White House in Washington

© By Henry Miller

WORLD FAMOUS AVIATORS

Maitland—Chamberlin—Goebel—Lindbergh—Ruth Elder—Haldeman.

301

© Acme

WITH FAMOUS FLIERS WHO MADE FIRST FLIGHT WESTWARD ACROSS ATLANTIC

We here see Lindbergh with "Bremen" Conquerors—Captain Koehl—Major Fitzmaurice—Baron von Huenefeld—Secretary MacCracken—Ambassador von Prittwitz and Secretary Davison.

© Photo P. & A.

ANOTHER COMBINATION OF "WE"—COLONEL LINDBERGH AND COUNSEL

The guidance of a skillful lawyer is as important in the World of Events today as a chart or compass. Here we see Colonel Lindbergh in plane with his Counsel, Henry B. Breckenridge, distinguished member of New York Bar.

© Photograph Wide World

THE COLONEL TAKES CONGRESS INTO THE AIR

He invites the Senators and Representatives with their families to "take their first ride" on the new routes of transportation. Foreign diplomats and Statesmen make the adventure in Washington with the "King of the Air."

© International

TEST FLIGHT IN MAGNIFICENT PLANE FOR WESTERN AIR EXPRESS

Luxurious Passenger Service now in operation. We here see Colonel Lindbergh stepping from a 12-passenger Fokker tri-motor which has all the accommodations of a fast train, including hot and cold water. With him is Harry Guggenheim, president of Daniel Guggenheim Foundation for Promotion of Aeronautics.

© Wide World

FIRST STOP ON THE "LINDBERGH LINE" ACROSS THE CONTINENT

The "Flying Colonel" is the guest in Philadelphia of General G. W. Atterbury, President of the Pennsylvania Railroad (next to him) and Vice President Elisha Lee (left), two powerful factors in the World of Transportation.

© P. & A.

INAUGURATING AIR SERVICE BETWEEN UNITED STATES AND MEXICO

Colonel Lindbergh in tri-motored Ford plane of Mexican Aviation Company opens route (March 9, 1929) from Valbuena Airport, Mexico City, to Brownsville, Texas. This is shortest International Air Line in the World.

© International

INAUGURATES GREAT FLYING SERVICE—MIAMI TO PANAMA AND HAVANA

Colonel Lindbergh in giant Sikorsky Amphibian makes first round trip on Great Circle established on regular schedule to unite many Southern countries.

XIV—TRIBUTES OF THE PEOPLE OF ALL NATIONS AND RACES

THE cumulative evidence of this historical survey is completed with this exhibition of tokens of friendship and esteem from all nations and races. It is most fitting that St. Louis, the city which was first to extend its co-operation to the Lindbergh expedition, should be the repository for the famous Lindbergh Collection.

Under the auspices of the Missouri Historical Society, as curator, it is now a national shrine in the city bearing the honored name of Louis the Grand of France, itself an old French stronghold on the river discovered by the French—the Mississippi—during the explorations under the French flag when civilization was being established on this Western Continent.

Here, today, more than 2,500,000 people (as heretofore recorded) have viewed the priceless treasures that commemorate the Lindbergh achievements. The highest decorations from foreign lands; orders of the Kings; medals struck in honor of this American explorer of the air; trophies, loving cups, silver services, jewels, bronzes, the rarest workmanship of silver and goldsmiths, works of art, proclamations, keys to cities, and the thousands of mementos that have been bestowed upon him.

With the authority of this Museum we present in these closing pages (and in the introduction to this volume) exhibits from this Lindbergh Collection.

Historians, antiquarians, and pilgrims to this shrine in generations to come will find here the heirlooms of the New Epoch upon which we are now entering, silent commentaries of events that created an inspiring historical figure—and the silent youth who created the events. We leave this final judgment to posterity.

This volume thus completes its service as an original source-book for all future historians, as well as a treasure-book for the admirers of Colonel Lindbergh throughout the world. It takes its place also as the first historian's estimate of his achievements.

Official Photograph of the Lindbergh Collection—Jefferson Memorial Building in St. Louis 306 St. Louis *Globe-Democrat*

AN AMERICAN SHRINE TO LINDBERGH—FAMOUS COLLECTION OF TROPHIES VALUED AT $300,000

Its historical and antiquarian value cannot be computed—it is beyond price. More than 2,500,000 pilgrims have visited Lindbergh Collection in St. Louis with its thousands of trophies from all parts of World. See following pages.

307 Official Photograph of Lindbergh Collection—Missouri Historical Society—Mrs. Nettie Beauregard, Archivist

GREATEST TREASURE HOUSE OF HISTORIC MEMENTOS EVER ERECTED TO A YOUNG MAN

Casket of Gold filled with nuggets from Honduras—Ancient Sword from Virgin Islands—Relic of Columbus from King Alphonso of Spain—Silver Globes worth $25,000—Ancient copy of Koran, 1,000 years old—Large Diamond worth fortune cut in shape of airplane.

Photographs Courtesy St. Louis *Globe-Democrat*

THE WHOLE WORLD PAYS TRIBUTE TO LINDBERGH WITH RICH GIFTS

Here we find Sombreros from the great hatters of Mexico, Guatemala, Panama, Costa Rica, Colombia—Mantillas, banderillas, Serapes, Rich Linens—Indian Potteries—Inlaid Tables—Crucifixes—Silver Sets—Canes—Globes—Vases and Rare Pipes.

Photo Wide World

KINGS AND PEASANTS FLOOD GIFTS ON THEIR AMERICAN HERO

Here we find Clocks—Watches—Opera Glasses—Boxing Gloves—Belts—Saddles—Gold Pens—Cases of Silver Services—Fancy Work by hands of girls—Paintings.

St. Louis *Globe-Democrat*

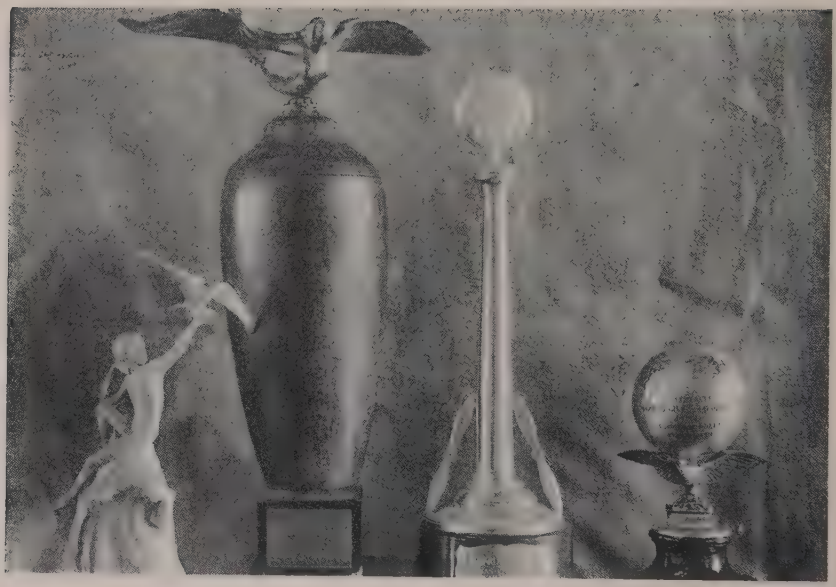
HIGHEST DECORATIONS FROM NATIONS, STATES, AND CITIES

It is possible to present here but a few of the Distinguished Honors bestowed upon Lindbergh from European and American Countries. Many of them are shown in the first pages of this book. A French soldier gave him his own Legion of Honor Medal although Lindbergh received one from the President of France.

309 © Wide World

BEAUTIFUL EXHIBITS FROM VALUABLE LINDBERGH COLLECTION

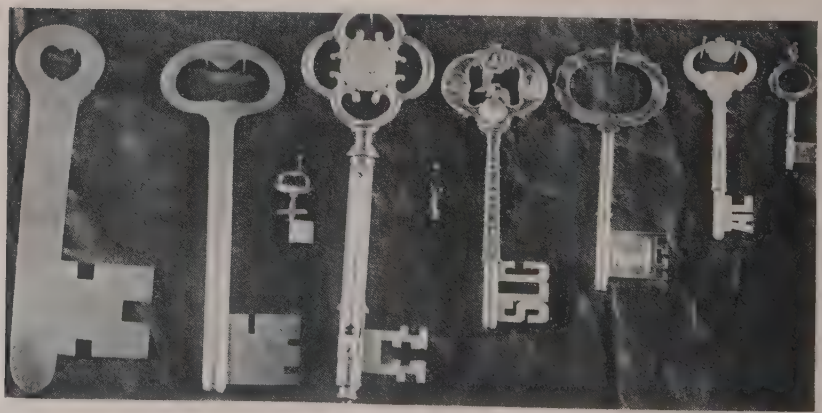
Here are Indian War Feathers from Boy Scouts of Cincinnati—Flower Basket of dyed shells from the Latin-Americans—Plaques—Medals—Keys—Decorations—Medallions.



Globe-Democrat

BRONZES AND WORKS OF ART IN THE LINDBERGH COLLECTION

Here are four rare treasures from the thousands bestowed upon him. A boy seated on sea monster rising from the waves—Bronze Memorial of flight on onyx pedestal from Aero Club of France—Silver shaft on onyx base with map of flight in blue enamel and gold from American War Mothers of Kansas City—Silver Globe with Gold Eagle from Lindbergh's associates at Lambert Field.



© Wide World

GOLD KEYS THAT UNLOCK THE GREAT CITIES OF THE WORLD

Here are but a few of the vast collection of Keys—Keys from Cities of Paris—Brussels—London—New York—Chicago—San Francisco—with medals and proclamations from more than 82 Cities in the United States and some memento from every city he has ever visited on official flights.

© Wide World

JEWELED REPLICAS OF THE FAMOUS "SPIRIT OF ST. LOUIS"

Among these rare treasures in the Lindbergh Collection is a silver model of "We" from San Diego; it has a real window in the silver cockpit. Here, too, is a miniature gold plane from an anonymous donor—and a beautiful plane studded with rhinestones from Chicago.

© International

WOMEN OF FRANCE PRESENT AUTOGRAPHS FROM FRENCH NOTABLES

Madame Boas de Jouvenel comes from Paris to America to present to Lindbergh's mother this beautifully bound album containing expressions of esteem for her son from Statesmen—Scholars—Artists and First Citizens of France.

© P. & A.

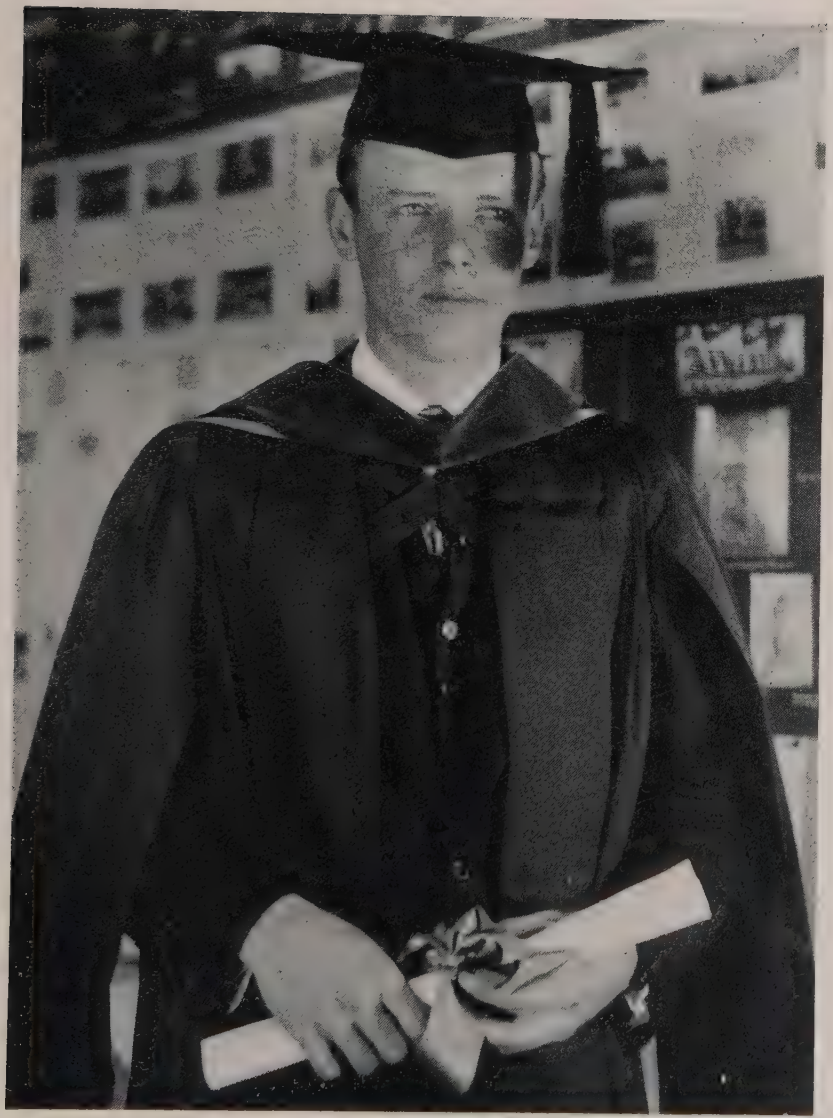
MOUNTAIN PEAK IS NAMED AFTER AMERICAN YOUTH—MT. LINDBERGH

This peak, which has never been scaled by man, towers to height of 12,000 feet in honor of Lindbergh. It juts out between two glaciers 30 miles west of Boulder, Colorado, in the Rocky Mountains. Towns, babies, railroad trains, animals, styles, operas, theatres, songs, poems, have all been named in his honor.

© International

TABLET ERECTED IN COMMEMORATION OF SPOT WHERE HE LANDED

Monuments have been designed and sculpture modelled by famous artists. This Tablet is set up as landmark by the International League of Aviators in France. Note: granite carver first cut wrong date "22 May 1927"s which has since been changed to correct historic day of "May 21, 1927.



313 © Underwood

DR. CHARLES AUGUSTUS LINDBERGH, M.S., M.A., LL.D.

America's Youngest and Most Famous Aeronautical Engineer.
"Master of Science" from St. Joseph's College in Philadelphia (November 13, 1927) and Washington University in St. Louis, Missouri (June 5, 1928).
"Master of Aeronautics" from New York University (June 8, 1928).
"Doctor of Laws" from the University of Wisconsin (June 18, 1928).

© Wide World

MOST FAMOUS SUIT
IN THE
WORLD TODAY.

It is as well-known as the celebrated Cocked Hat of NAPOLEON

With the Swords of Great Generals of the World this strange apparel takes its place among the treasures and heirlooms for posterity.

It is an insignia of the World's Greatest Battle Against the Elements.

Man's Conquest of the Air after 5,000 years of Human Struggle.

This is the suit that Lindbergh wore on his epoch-making Conquest of the Atlantic. New York to Paris (May 20–21, 1927).

The Original is preserved in the Lindbergh Collection in Jefferson Memorial Building at St. Louis, Missouri.

315 Wide World

FAMOUS CANTEEN

Preserved in the Lindbergh Collection of the Missouri Historical Society

Legends for centuries to come will tell the tale of the "Great Adventure," when a 25-year-old Knight of the Skies leaped from Continent to Continent in his 33 hours, 30 minutes' Battle with the Elements over the Atlantic—which made him the greatest Symbol of Youth that the World has ever known.

FIRST HISTORICAL CHART OF IMPORTANT EVENTS AND DATES IN MAN'S CONQUEST OF THE AIR.

B.C.

3000—First recorded Attempt to Fly—Kai Kaoos, Persian Monarch's trained eagles.
852—First Flying King of Britain—Bladud—"flye, fell and brake his necke."
500—First Sorcerer "tries to flye to Heaven"—Falls in Roman Forum—Simon.

A.D.

1490—First Recorded Design for "Flying Machine"—Leonardo de Vinci in Italy.
1783—First in World's History to Ascend in Balloon—De Rozier (Paris) Montgolfier.
1785—First Crossing English Channel in Balloon—Blanchard (French)—Jeffries (American).
1785—First English "Female Air Traveller"—Mrs. Sage in England.
1793—First in America to Ascend in Balloon—Blanchard (French) at Philadelphia.
1896—First Power-Driven Heavier-than-Air Machine in America—Langley in Virginia.
1897—First Attempt to Fly Balloon to North Pole—Andree lost in the Arctic.
1900—First Flight of a Zeppelin (German) over Lake Constance in Switzerland.
1903—First Successful Flight in world's history of Heavier-than-Air, Power-Driven Machine —Wright Brothers (December 17, 1903) at Kitty Hawk, N. C.
1906—First Previously Announced Flight in Public—Glenn Curtiss in New York.
1906—First Recorded Airplane Flight in Europe—Santos Dumont in France.
1908—First Woman to Make Airplane Flight—Mme. Peltier at Turin, Italy.
1909—First Flight Across English Channel in Airplane—Bleriot, Frenchman.
1909—First Flight Around Statue of Liberty—Wilbur Wright in New York Harbor.
1910—First Flight Down Hudson River, Albany to New York—Glenn Curtiss.
1914—First Flying Boat Built to Attempt to Cross Atlantic—Glenn Curtiss.
1918—First Flight England to India, 6,500 Miles—MacLaren and McEwen.
1919—First Transcontinental Pathfinding Tour—Four Army Curtiss—4,000 Miles.
1919—First Round-Trip Flight Across Continent—Macauley, Georgia to California.
1919—First Trans-Atlantic Flight—U. S. Navy N. C. 4, via Azores—Read.
1919—First Non-stop Trans-Atlantic Airplane Flight—Alcock, Brown (Englishmen).

1919—First Trans-Atlantic Dirigible Flight—R. 34—England to America and return.
1922—First Flying Boat from New York to Brazil—Hinton, 5880 Miles.
1923—First Non-Stop Transcontinental Flight—Macready, Kelly—New York to California.
1924—First Flight Around World—U. S. Army—Smith, Arnold, Nelson, Harding, Wade, Ogden.
1924—First Zeppelin Crosses Atlantic—Germany to America—*ZR 3*, Dr. Hugo Eckener.
1926—First Airplane Flight to North Pole—Commander Richard Byrd and Bennett.
1926—First Airship to Cross North Pole—*Norge* with Amundsen, Nobile, Ellsworth.
1927—First Non-stop Flight—New York to Paris—Lindbergh first to Cross Atlantic alone.
1927—First Non-stop Flight New York to Germany—Chamberlin and Levine.
1927—First Trans-Pacific Flight—San Francisco to Honolulu—Maitland and Hegenberger.
1927—First Multi-Engine Plane to Cross Atlantic—Byrd, Acosta, Balchen, Noville.
1927—First Flight Detroit to Japan via Atlantic, Europe and Asia—Brock and Schlee.
1927—First Prize Race—California to Honolulu—Goebel, Davis, Jensen, Schluter.
1927—First Flight Through the 48 American States—Lindbergh's National Tour.
1927—First Woman to Fly Atlantic to Azores—Ruth Elder with Haldeman.
1927—First Flight Over Four Continents and two Oceans, 30,000 miles, Pinedo of Italy.
1928—First Flight Across Arctic Ocean from Alaska—Wilkins and Eielson.
1928—First Flight San Francisco to Australia, via Honolulu—Kingsford-Smith and crew.
1928—First Flight Paris to Africa, Brazil, New York, San Francisco—Costes and LeBrix.
1928—First Flight—Europe to America—Koehl, Fitzmaurice, von Huenefeld in *Bremen*.
1928—First Pan-American Good-Will Tour—Lindbergh in 13 Latin-American countries.
1928—First Non-stop Flight Rome to Brazil—Ferrarin and Delprete, Italians.
1928—First Long Flight—England to Australia—longest solo flight on record—Hinkler.
1928—First Woman to Successfully Fly the Atlantic—Amelia Earhart with Stultz.
1928—First Non-stop Cross-Country Flight—California to New York—Goebel, Tucker.
1928—First Round-Trip Airship Flight—Germany to America and return—*Graf Zeppelin*.
1929—First Antarctic Explorations with Airplanes—Byrd Expedition at South Pole.
1929—(June 13-14) First Non-stop Flight by Frenchmen across Atlantic from America to Spain—with continuation flight to Paris—in "Yellow Bird"—Jean Assolant —René Lefevre—Ameno Lotti—with American stowaway boy, Arthur Schreiber.

NATIONAL TRIBUTE FROM THE 820,000 BOY SCOUTS OF AMERICA

(*See opposite page*)

"Lindbergh" is the Symbol of American Youth throughout the world. It is befitting that the great organization which represents American Boyhood in recognition of this historical fact has bestowed upon Colonel Lindbergh its highest honor—the Award of the SILVER BUFFALO for Distinguished Service.

THE CITATION OF THE AWARD (1928)

"*Colonel Charles A. Lindbergh—Aviator—World-Hero—Ambassador of American Good-Will to Europe and Latin America. His Courage and Achievements have captured the imagination of the Boyhood of the Country; his modesty, poise and qualities of Sterling Character, his exemplification of the Scout Motto, 'BE PREPARED,' have set them a Standard of Worthy Conduct; his Devotion to the cause of Aviation has challenged them to an Ideal of Service. The Inspiration of his whole record is outstanding today in its Service to Boy Life.*"

Property of the
Seattle Genealogical
Society

"This award is made in behalf of more than 4,000,000 boys who have had the benefits of Scout training since bringing the Boy Scout movement to America in 1910."

—Dr. James E. West,
Chief Scout Executive.

Painting by NORMAN ROCKWELL 319 *Color Print © by Brown & Bigelow*

WITH THE IMMORTALS IN TIME'S HALL OF FAME

Washington—Lincoln—Roosevelt—Lindbergh

Cover design of the Official Hand Book for Boys

Reproduction by Courtesy of the National Council of the Boy Scouts of America and Brown & Bigelow

Original Painting in the National Headquarters

320 © Henry Miller

The VIKING

By CYRUS C. DALLIN—American Sculptor

(*Continued from first flap*)

toes. All are accompanied by historic text, and a description of the events presented in each picture.

Vaults have been unlocked to contribute valuable prints from thousands of negatives. Ambassadors from foreign countries have co-operated to the fullest extent to make this record historic. Researchers have been engaged for months in examining the materials in the Government archives both here and abroad. Lindbergh's influence on aviation history and world history is pictured indelibly.

This is a Lindbergh treasure book, testimony to the epochal events which are taking place in the times in which we are living and proof of the esteem held for Lindbergh by millions of people throughout the world.

Here is a companion book to Lindbergh's WE—two years later—which does in historic photographic record what he did in text. It is addressed to every man, woman, and child who admires Lindbergh. No matter what Lindbergh book they may now possess, it is supplemented and completed by this historian's first attempt to fix Lindbergh's historical position.

"WE"

by

CHARLES A. LINDBERGH

THIS is Lindbergh's own story—unaltered and unadorned—as originally written by him. It is the real story of "WE" by the articulate member of that famous partnership.

It goes back in its recital to long before that famous morning of May 20th, 1927, when a slim youth stood silhouetted beside his plane against the dawn, calmly awaiting the supreme test in his young life. It goes back to Lindbergh's description of his boyhood and early flights. It tells how he got his first plane. It describes vividly and in detail his unique career as a stunt flier; his training days in the Army Air Corps; his four emergency parachute jumps which saved his life as an Air Mail pilot. It includes, finally, his views of the great future of aviation.

Then come the stirring events leading up to the flight which has made history; the flight itself; and finally Lindbergh's gracious acknowledgment of the amazing receptions accorded him in Europe and America.

There follows a chronicle of the honors and ceremonies, the wild welcomes and the kaleidoscopic travels of the flier from the moment he reached Paris until he reached St. Louis after his return.

The late Myron T. Herrick, U. S. Ambassador to France, contributed the Foreword. Price $2.50.

G. P. PUTNAM'S SONS, New York, N. Y.